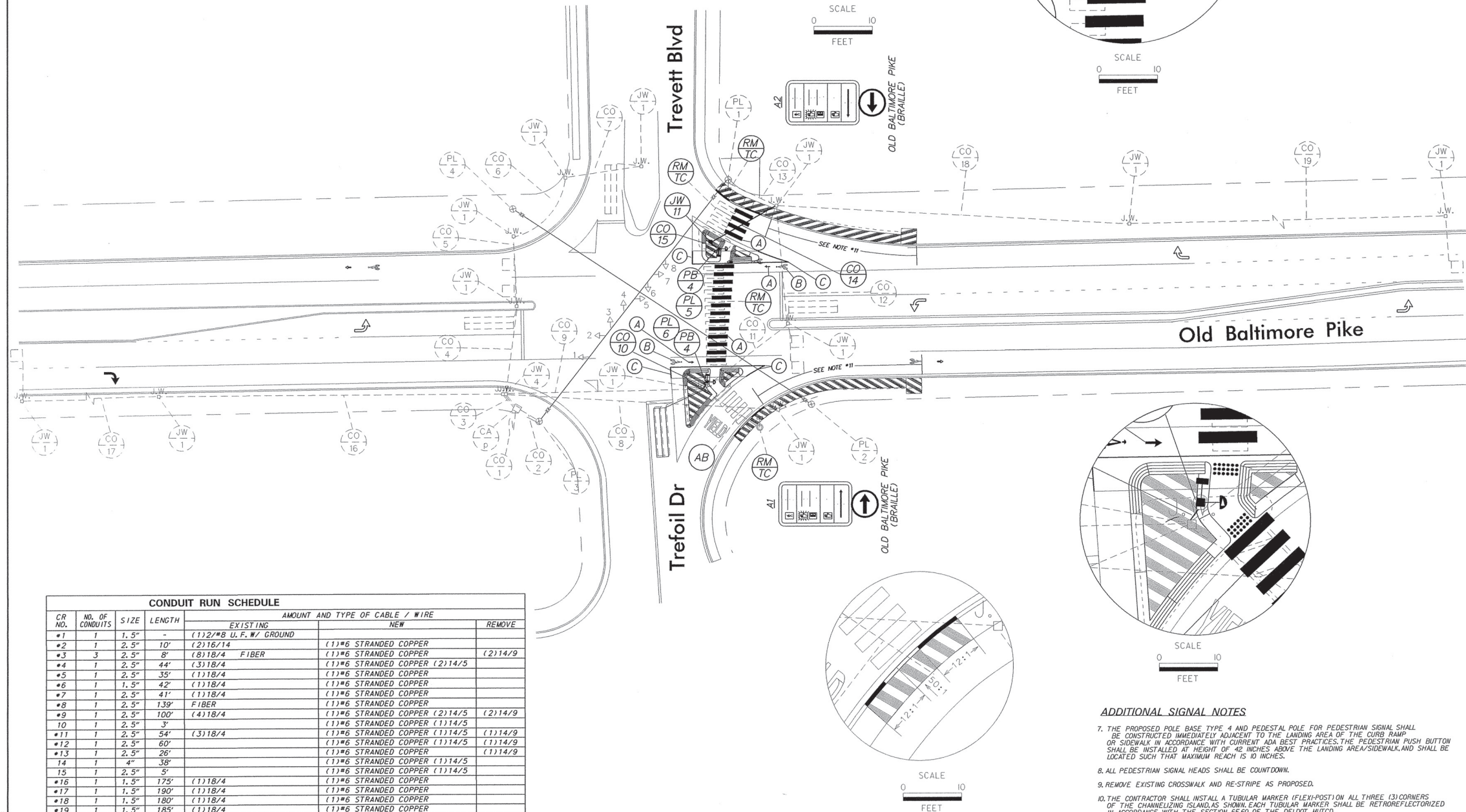
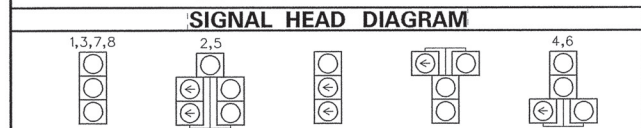
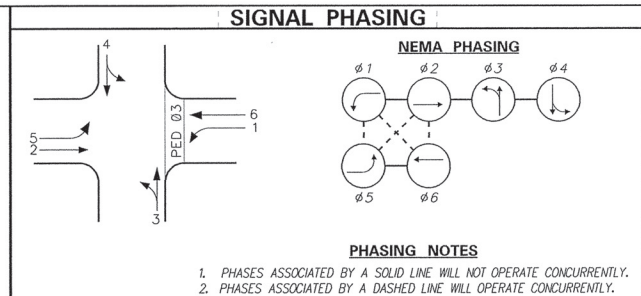


PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND, (ITEM 748015)	351 SF
(B)	PERFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (748553)	2 EACH
(C)	RETROREFLECTIVE PERFORMED PATTERNED MARKINGS, 5" (ITEM 748564)	145 LF



CONDUIT RUN SCHEDULE						
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE		
				EXISTING	NEW	REMOVE
#1	1	1.5"	-	(1) 2" #8 U.F. W./ GROUND		
#2	1	2.5"	10'	(2) 18/14	(1) #6 STRANDED COPPER	
#3	3	2.5"	8'	(8) 18/4 FIBER	(1) #6 STRANDED COPPER	(2) 14/9
#4	1	2.5"	44'	(3) 18/4	(1) #6 STRANDED COPPER (2) 14/5	
#5	1	2.5"	35'	(1) 18/4	(1) #6 STRANDED COPPER	
#6	1	1.5"	42'	(1) 18/4	(1) #6 STRANDED COPPER	
#7	1	2.5"	41'	(1) 18/4	(1) #6 STRANDED COPPER	
#8	1	2.5"	139'	FIBER	(1) #6 STRANDED COPPER	
#9	1	2.5"	100'	(4) 18/4	(1) #6 STRANDED COPPER (2) 14/5	(2) 14/9
#10	1	2.5"	3'		(1) #6 STRANDED COPPER (1) 14/5	
#11	1	2.5"	54'	(3) 18/4	(1) #6 STRANDED COPPER (1) 14/5	(1) 14/9
#12	1	2.5"	60'		(1) #6 STRANDED COPPER (1) 14/5	(1) 14/9
#13	1	2.5"	26'		(1) #6 STRANDED COPPER	(1) 14/9
#14	1	4"	38'		(1) #6 STRANDED COPPER (1) 14/5	
#15	1	2.5"	5'		(1) #6 STRANDED COPPER (1) 14/5	
#16	1	1.5"	175'	(1) 18/4	(1) #6 STRANDED COPPER	
#17	1	1.5"	190'	(1) 18/4	(1) #6 STRANDED COPPER	
#18	1	1.5"	180'	(1) 18/4	(1) #6 STRANDED COPPER	
#19	1	1.5"	185'	(1) 18/4	(1) #6 STRANDED COPPER	

• DENOTES EXISTING



LEGEND			
(AB)	ABANDON	(OH) •	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CA) X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OH) •	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CA) X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB) X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO) •	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PB) X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO) •	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PL) X	EXISTING POLE IDENTIFIER (* OF POLE)
(JW) X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PL) X	PROPOSED POLE IDENTIFIER (* OF POLE)
(JW) X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM) C	REMOVE BY CONTRACTOR
(MA) XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM) O	REMOVE BY OTHERS
(MA) XX	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM) TC	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1	□	□
LOOP DETECTOR, TYPE 2	□	□
LUMINAIRE	⬤	⬤
MAST ARM	⬤	⬤
MICROWAVE DETECTION	⬤	⬤
OPTICOM RECEIVER	⬤	⬤
OVERHEAD SIGNING	⬤	⬤
PEDESTRIAN POLE/BASE	⬤	⬤
PEDESTRIAN PUSHBUTTON	⬤	⬤
PEDESTRIAN SIGNAL HEAD	⬤	⬤
RIGHT-OF-WAY	---	--- R/W ---
SERVICE PEDESTAL	⬤	⬤
SIGNAL CABINET	⬤	⬤
SIGNAL HEAD	⬤	⬤
SIGNAL POLE/BASE	⬤	⬤
SPAN INSULATOR	⬤	⬤
SPAN WIRE	--- XX ---	--- XX ---
UTILITY POLE	⬤	⬤
VIDEO DETECTION	⬤	⬤

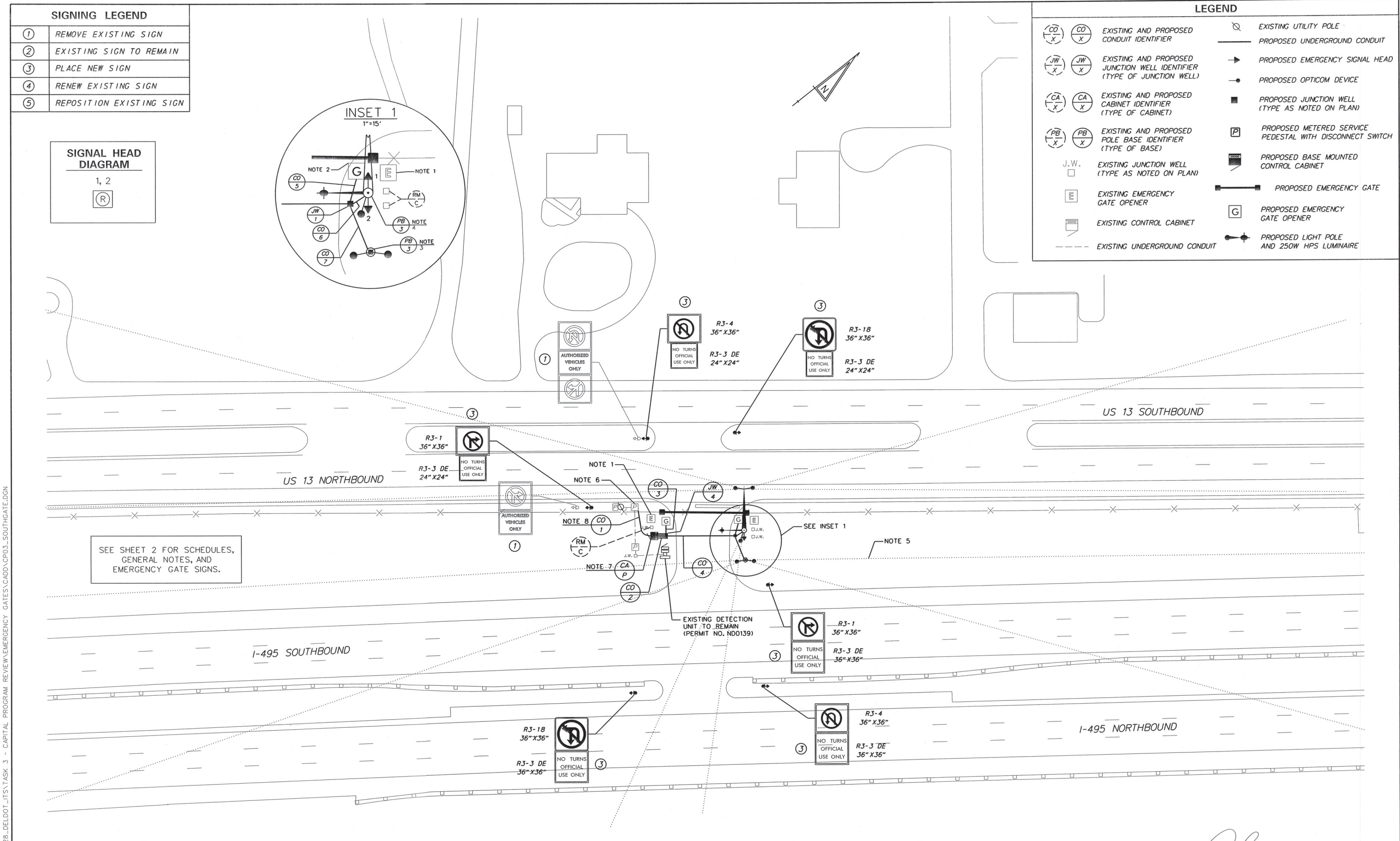
**GENERAL SIGNAL NOTES**

- LOOP DETECTORS: TYPE #1 - 6' x 6' - TO BE INSTALLED ON MAIN STREET THROUGH MOVEMENTS. TYPE #2 - 6' x 25' - TO BE INSTALLED ON MAIN STREET LEFT TURN MOVEMENTS. TYPE #3 - 6' x 25' - TO BE INSTALLED ON SIDE STREET THROUGH AND LEFT TURN MOVEMENTS.
- CO #1 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING M&S UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

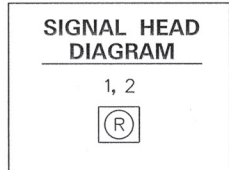
**ADDITIONAL SIGNAL NOTES**

- THE PROPOSED POLE BASE TYPE 4 AND PEDESTAL POLE FOR PEDESTRIAN SIGNAL SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THE PEDESTRIAN PUSH BUTTON SHALL BE INSTALLED AT HEIGHT OF 42 INCHES ABOVE THE LANDING AREA/SIDEWALK AND SHALL BE LOCATED SUCH THAT MAXIMUM REACH IS 10 INCHES.
- ALL PEDESTRIAN SIGNAL HEADS SHALL BE COUNTDOWN.
- REMOVE EXISTING CROSSWALK AND RE-STRIPE AS PROPOSED.
- THE CONTRACTOR SHALL INSTALL A TUBULAR MARKER (FLEXI-POST) ON ALL THREE (3) CORNERS OF THE CHANNELIZING ISLANDS SHOWING EACH TUBULAR MARKER SHALL BE RETROREFLECTORIZED IN ACCORDANCE WITH THE SECTION 6F20 OF THE DELDOT MUTCD.
- COORDINATE WITH VINCENT DAMIANI (302-576-6094) OF DTC BEFORE CONSTRUCTION BEGINS. HE WILL TRY TO HAVE HIS CONTRACTOR REPLACING THE SIDEWALKS AND INSTALLING THE BUS PAD AT THE SAME TIME OF TRAFFIC'S CONSTRUCTION.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>Han Jones</i> DATE: <i>2/2/14</i>	APPROVED TRAFFIC ENGINEER <i>Mark C. H.</i> DATE: <i>2/2/14</i>	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>Will 288</i> DATE: <i>2/25/14</i>
<div> <b>DELAWARE DEPARTMENT OF TRANSPORTATION</b> </div>		<div> </div>		<div> <b>SIGNAL PLAN</b>  <b>OLD BALTIMORE PIKE &amp; TREVEET BLVD</b> </div>
		<div> <b>CONTRACT</b>  T201101001  <b>COUNTY</b>  NC </div>		<div> <b>PERMIT NO.</b>  <b>N528</b>  <b>DESIGNED BY:</b> MG  <b>CHECKED BY:</b> MH </div>
				<div> <b>SHEET NO.</b>  X  <b>TOTAL SHTS.</b>  X </div>



SIGNING LEGEND	
①	REMOVE EXISTING SIGN
②	EXISTING SIGN TO REMAIN
③	PLACE NEW SIGN
④	RENEW EXISTING SIGN
⑤	REPOSITION EXISTING SIGN



LEGEND	
	EXISTING AND PROPOSED CONDUIT IDENTIFIER
	EXISTING AND PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	EXISTING AND PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
	EXISTING AND PROPOSED POLE BASE IDENTIFIER (TYPE OF BASE)
	EXISTING JUNCTION WELL (TYPE AS NOTED ON PLAN)
	EXISTING EMERGENCY GATE OPENER
	EXISTING CONTROL CABINET
	EXISTING UNDERGROUND CONDUIT
	EXISTING UTILITY POLE
	PROPOSED UNDERGROUND CONDUIT
	PROPOSED EMERGENCY SIGNAL HEAD
	PROPOSED OPTICOM DEVICE
	PROPOSED JUNCTION WELL (TYPE AS NOTED ON PLAN)
	PROPOSED METERED SERVICE PEDESTAL WITH DISCONNECT SWITCH
	PROPOSED BASE MOUNTED CONTROL CABINET
	PROPOSED EMERGENCY GATE
	PROPOSED EMERGENCY GATE OPENER
	PROPOSED LIGHT POLE AND 250W HPS LUMINAIRE

SEE SHEET 2 FOR SCHEDULES, GENERAL NOTES, AND EMERGENCY GATE SIGNS.

7/27/2012 10:45:02 AM \\RRK\K\2010\2010\10028\DELDOT\ITS\TASK 3 - CAPITAL PROGRAM REVIEW\EMERGENCY GATES\CADD\CP03-SOUTHGATE.DGN

RECOMMENDED  DATE: 8.8.12	RECOMMENDED _____ DATE: _____	RECOMMENDED  DATE: 8/8/12	APPROVED TRAFFIC ENGINEER  DATE: 8/8/12	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER  DATE: 8/8/12
ADDENDUMS / REVISIONS		SCALE 0 30 60 90 FEET		CONTRACT T201304701
DELAWARE DEPARTMENT OF TRANSPORTATION		EMERGENCY GATE INSTALLATION PROJECT		GATE NO. N783
				DESIGNED BY: SM
				CHECKED BY: JCR
				COUNTY NEW CASTLE
				SOUTHERN GATE
				SHEET NO. 1
				TOTAL SHTS. 2



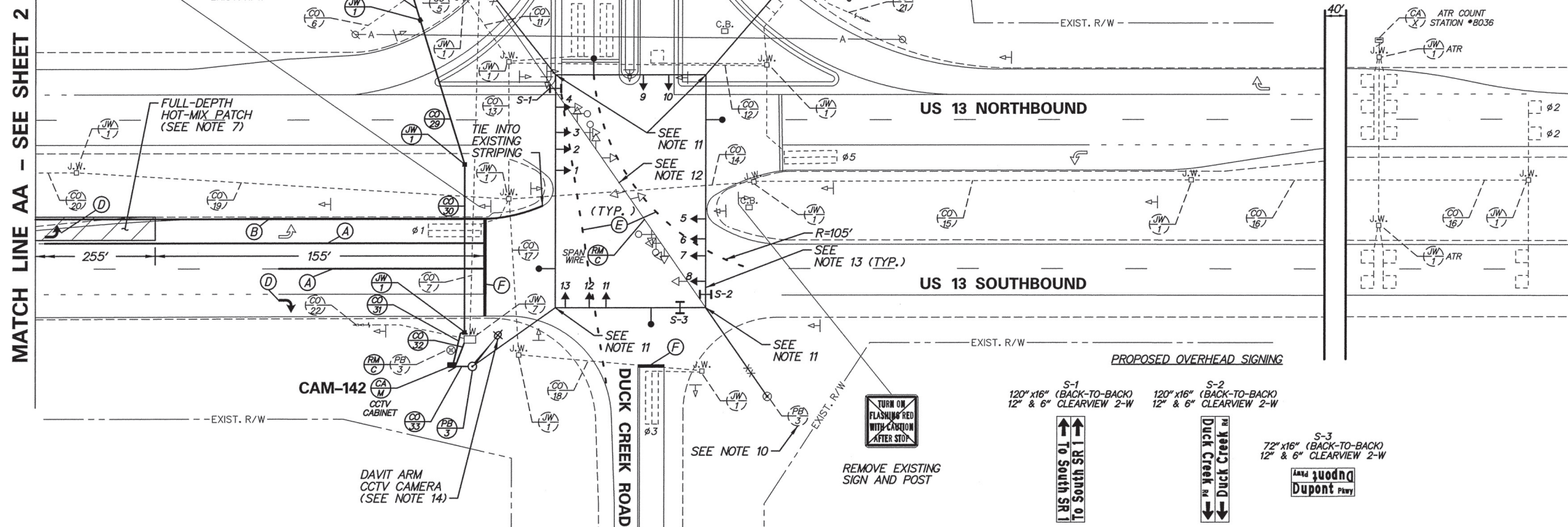


- NOTES:
7. THE CONTRACTOR SHALL INSTALL A FULL-DEPTH HOT-MIX PATCH FLUSH WITH THE ADJOINING PAVEMENT.
8. THE CONTRACTOR SHALL SPlice THE LEAD-IN CABLES FOR THE PROPOSED LOOP DETECTORS TO THE EXISTING 4/\*18 'HOME RUN' CABLE.
9. DELDOT TRAFFIC/TMC SHALL MODIFY THE SIGNAL PHASING SO THAT PHASES 1 AND 5 ARE PROTECTED ONLY.
10. THE CONTRACTOR SHALL INSTALL BACK GUYS, IN ACCORDANCE WITH ITEM 746501, ON THE EXISTING SIGNAL POLES PRIOR TO INSTALLING THE PROPOSED SPAN WIRES. THE BACK GUYS SHALL BE REMOVED, IN ACCORDANCE WITH ITEM 746710, WHEN THE EXISTING SPAN WIRES ARE REMOVED FROM THE EXISTING SIGNAL POLES.
11. THE CONTRACTOR SHALL ATTACH THE PROPOSED SPAN WIRES USING A GALVANIZED STEEL BULL RING. THE BULL RING SHALL HAVE A 4-INCH INSIDE DIAMETER AND BE FABRICATED FROM STEEL CONFORMING TO A688, QUENCHED AND TEMPERED. THE BAR DIAMETER SHALL NOT BE LESS THAN 3/4 INCHES. THE WELDLESS RINGS SHALL MEET FEDERAL SPECIFICATION RR-C271B TYPE VI. THE RINGS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH A153 SPECIFICATIONS. TWO GALVANIZED 3-BOLT GUY CLAMPS AND A SERVICE SLEEVE SHALL BE INSTALLED FOR EACH SPAN WIRE ATTACHMENT IN ACCORDANCE WITH STANDARD NO. T-12 (2005).
12. THE CONTRACTOR SHALL REMOVE THE EXISTING SPAN WIRE, SIGNAL HEADS, OPTICOM RECEIVERS, AND ELECTRICAL CABLES.
13. THE CONTRACTOR SHALL INSTALL THE PROPOSED SPAN WIRES, (2) 16/\*14 HEAD CABLES, (4) 4/\*18 OPTICOM CABLES, SIGNAL HEADS, OPTICOM RECEIVERS, AND OVERHEAD SIGNS, AS SHOWN.
14. THE CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA ON THE PROPOSED SIGNAL POLE, AS SHOWN.
15. DELDOT OIT SHALL COORDINATE THE SPLICING AND INSTALLATION OF ALL FIBER OPTIC CABLE AND INNERDUCT.

SPAN WIRE SCHEDULE						
SPAN	LENGTH	SPAN MOUNT HEIGHT	5% DROP	BULL RING HEIGHT	5% SAG	SPAN LOW POINT
NORTHEAST	72 FT	29.1 FT	3.6 FT	25.5 FT	-	-
SOUTHEAST	100 FT	30.5 FT	5.0 FT	25.5 FT	-	-
NORTHWEST	48 FT	27.9 FT	2.4 FT	25.5 FT	-	-
SOUTHWEST	52 FT	28.1 FT	2.6 FT	25.5 FT	-	-
NORTH	110 FT	-	-	25.5 FT	5.5 FT	20.0 FT
SOUTH	110 FT	-	-	25.5 FT	5.5 FT	20.0 FT
EAST	72 FT	-	-	25.5 FT	3.6 FT	21.9 FT
WEST	72 FT	-	-	25.5 FT	3.6 FT	21.9 FT

\* FIELD ADJUSTMENTS AS REQUIRED  
\*\* EXISTING NORTHEAST & SOUTHWEST SIGNAL POLES ARE 32 FEET  
\*\*\* PROPOSED NORTHEAST & SOUTHWEST SIGNAL POLES ARE 32 FEET  
\*\*\*\* NE CORNER - NEUTRAL @ 26'-10", PROPOSED SPAN @ 26'-8"  
\*\*\*\*\* SE CORNER - NEUTRAL @ 31'-4", PROPOSED SPAN @ 26'-8"

TURN ON FLASHING RED WITH CAUTION AFTER STOP  
REMOVE EXISTING SIGN AND POST



#### CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	1	2.0 IN	6 FT	-	EX. (1) 2/*8 U.F. W/GROUND
2*	1	2.5 IN	12 FT	-	<REMOVE EX. (2) 16/*14, EX. (4) 4/*18>, [NEW (2) 16/*14, (4) 4/*18]
3*	1	2.5 IN	17 FT	-	EX. (10) 4/*18 - TO REMAIN, <REMOVE EX. (3) 4/*18>, [NEW (2) 4/*14]
4*	1	2.5 IN	24 FT	-	EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT.
5*	1	2.0 IN	6 FT	-	EX. (1) 2/*8 U.F. W/GROUND
6*	1	2.0 IN	31 FT	-	EX. (1) 2/*8 U.F. W/GROUND
7*	1	4.0 IN	184 FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 144 CT., EX. (1) FIBER OPTIC, SINGLE-MODE, 48 CT.
8*	2	4.0 IN	142 FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 144 CT., EX. (1) FIBER OPTIC, SINGLE-MODE, 48 CT., EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT.
9*	1	2.5 IN	248 FT	-	EX. (1) 4/*18
10*	1	2.5 IN	98 FT	-	EX. (1) 4/*18
11*	1	2.5 IN	35 FT	-	EX. (9) 4/*18 - TO REMAIN, <REMOVE EX. (3) 4/*18>, [NEW (2) 4/*14]
12*	1	2.5 IN	121 FT	-	EX. (2) 4/*18
13*	1	2.5 IN	63 FT	-	EX. (6) 4/*18 - TO REMAIN, <REMOVE EX. (3) 4/*18>, [NEW (2) 4/*14]
14*	1	2.5 IN	115 FT	-	EX. (2) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18>
15*	1	1.5 IN	206 FT	-	EX. (2) 4/*18
16*	1	1.5 IN	78 FT	-	EX. (2) 4/*18
17*	1	2.5 IN	72 FT	-	EX. (1) 4/*18 - TO REMAIN, <REMOVE EX. (2) 4/*18>
18*	1	2.5 IN	86 FT	-	EX. (1) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18>
19*	1	2.5 IN	204 FT	-	EX. (2) 4/*18, [NEW (2) 4/*14]
20*	1	2.5 IN	184 FT	-	EX. (2) 4/*18, [NEW (2) 4/*14]
21*	1	4.0 IN	XX FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 144 CT., EX. (1) FIBER OPTIC, SINGLE-MODE, 48 CT., EX. (1) FIBER OPTIC, SINGLE-MODE, 12 CT.
22*	1	4.0 IN	XX FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 144 CT., EX. (1) FIBER OPTIC, SINGLE-MODE, 48 CT.
23	1	2.5 IN	250 FT	T	[NEW (2) 4/*14]
24	1	2.5 IN	282 FT	T	[NEW (2) 4/*14]
25	1	2.5 IN	4 FT	T	[NEW (1) 4/*14]
26	1	2.5 IN	54 FT	B	[NEW (1) 4/*14]
27	1	2.5 IN	3 FT	T	[NEW (1) 4/*14]
28	1	2.0 IN	12 FT	T	[NEW (1) 2/*8 U.F. W/GROUND]
29	1	2.5 IN	72 FT	B	[NEW (1) 2/*8 U.F. W/GROUND]
30	1	2.5 IN	80 FT	B	[NEW (1) 2/*8 U.F. W/GROUND]
31	1	2.5 IN	17 FT	T	[NEW (1) 2/*8 U.F. W/GROUND]
32	1	2.5 IN	12 FT	T	[NEW (1) FIBER OPTIC, SINGLE-MODE, 12 CT.]
33	1	2.5 IN	6 FT	T	[NEW (1) FIBER OPTIC, SINGLE-MODE, 12 CT.]
34	1	2.5 IN	33 FT	T	EMPTY

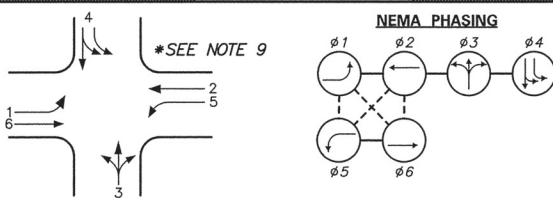
\* DENOTES EXISTING CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

#### PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	305 LF
(B)	4" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	245 LF
(D)	SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	31 SF
(E)	4" DASHED WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748014)	68 LF
(F)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	80 SF

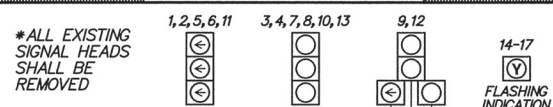
#### SIGNAL PHASING



#### PHASING NOTES

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.  
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

#### SIGNAL HEAD DIAGRAM



#### LEGEND

PROPOSED SIGNAL CABINET	(RM)	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	(RM)	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	(AB)	ABANDON
EXISTING SIGNAL POLE BASE	(AB)	ABANDON
PROPOSED PEDESTRIAN POLE BASE	(PB)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED WOOD POLE	(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING UTILITY POLE	(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED JUNCTION WELL	(CO)	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
EXISTING JUNCTION WELL	(CO)	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
PROPOSED SIGNAL HEAD	(OH)	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
EXISTING SIGNAL HEAD	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
PROPOSED PEDESTRIAN SIGNAL HEAD	(MA)	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
EXISTING PEDESTRIAN SIGNAL HEAD	(MA)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
PROPOSED PEDESTRIAN PUSHBUTTON	(CA)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING PEDESTRIAN PUSHBUTTON	(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED VIDEO DETECTION	(CA)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING VIDEO DETECTION	(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED MICROWAVE DETECTION	(CA)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING MICROWAVE DETECTION	(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
OVERHEAD SIGNING	XX	EXISTING SPAN WIRE
PROPOSED OPTICOM RECEIVER		RIGHT-OF-WAY OR PROPERTY LINE
EXISTING OPTICOM RECEIVER		PROPOSED SPAN INSULATOR
PROPOSED MAST ARM		EXISTING SPAN INSULATOR
EXISTING MAST ARM		SERVICE PEDESTAL
PROPOSED LUMINAIRE		PROPOSED DAVIT ARM CCTV CAMERA
EXISTING LUMINAIRE		
PROPOSED LOOP DETECTOR (TYPE 1 OR 2)		
EXISTING LOOP DETECTOR (TYPE 1 OR 2)		

#### GENERAL SIGNAL NOTES

1. EXISTING LOOP DETECTORS (TO REMAIN):  
TYPE #1 - 6' x 6' - NORTHBOUND US 13 THROUGH MOVEMENTS AND SR 1 SB OFF-RAMP (INACTIVE)  
TYPE #2 - 6' x 25' - DUCK CREEK ROAD ALL MOVEMENTS, SR 1 SB OFF-RAMP LEFT-TURN AND THROUGH MOVEMENTS, AND US 13 LEFT-TURN MOVEMENTS  
SYSTEM - 6' x 6' - SR 1 SB ON-RAMP AND US 13 RECEIVING LANES
2. ALL EXISTING AND PROPOSED SIGNAL POLES ARE 32 FEET.
3. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
4. POLE BASES ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
5. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
6. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

RECOMMENDED DATE: \_\_\_\_\_

RECOMMENDED DATE: \_\_\_\_\_

RECOMMENDED DATE: 2/16/10

APPROVED TRAFFIC ENGINEER DATE: 2/17/10

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER DATE: 2/17/10

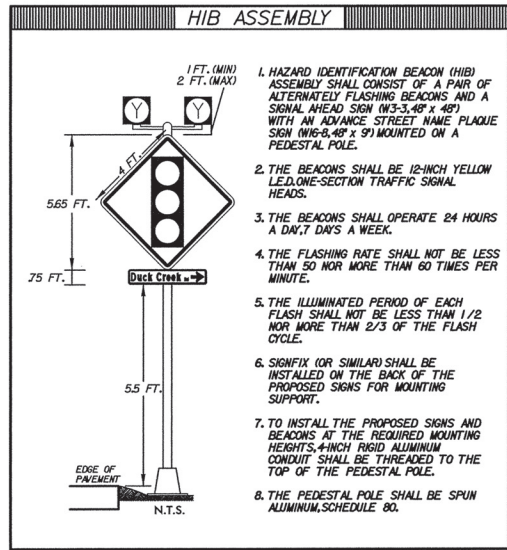
DELAWARE  
DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS  
1. CONVERTED NB & SB US 13 LEFT-TURN PHASES TO PROTECTED ONLY AND INSTALLED SUSPENDED BOX SPAN, SIGNAL AHEAD HBS ALONG SB US 13, & DELTRAC CCTV D.W.C. (WR&A) 12-09 (CONTRACT # 30-004-01)

SCALE  
0 30 60 90  
FEET

HEP 2009,  
TRANSPARENCY REPORT,  
SITE 5

CONTRACT	PERMIT NO.	N-561	SIGNAL PLAN	SHEET NO.
30-004-01	DESIGNED BY: D.W.C. (WR&A)		US 13 @ DUCK CREEK ROAD / SR 1 SB RAMPS	1
COUNTY	CHECKED BY: M.J.B. (WR&A)			TOTAL SHTS.
NEW CASTLE				2

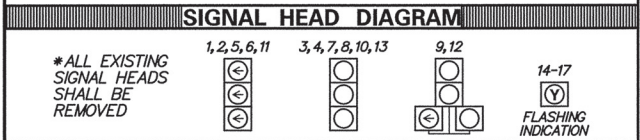
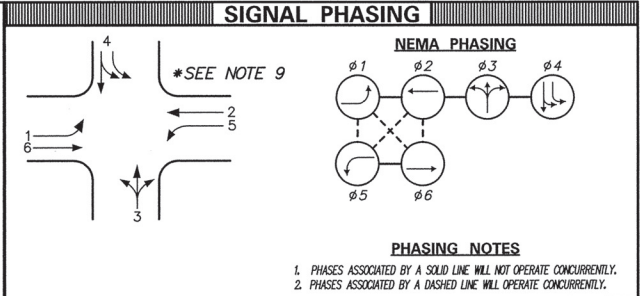


CONDUIT RUN SCHEDULE					AMOUNT AND TYPE OF CABLE/ WIRE
CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	
1*	1	2.0 IN	6 FT	-	EX. (1) 2/*8 U.F. W/GROUND
2*	1	2.5 IN	12 FT	-	<REMOVE EX. (2) 16/*14, EX. (4) 4/*18, [NEW (2) 16/*14, (4) 4/*18]
3*	1	2.5 IN	17 FT	-	EX. (10) 4/*18 - TO REMAIN, <REMOVE EX. (3) 4/*18, [NEW (2) 4/*14]
4*	1	2.5 IN	24 FT	-	EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT.
5*	1	2.0 IN	6 FT	-	EX. (1) 2/*8 U.F. W/GROUND
6*	1	2.0 IN	31 FT	-	EX. (1) 2/*8 U.F. W/GROUND
7*	1	4.0 IN	184 FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 144 CT., EX. (1) FIBER OPTIC, SINGLE-MODE, 48 CT.
8*	2	4.0 IN	142 FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 144 CT., EX. (1) FIBER OPTIC, SINGLE-MODE, 48 CT., EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT.
9*	1	2.5 IN	248 FT	-	EX. (1) 4/*18
10*	1	2.5 IN	98 FT	-	EX. (1) 4/*18
11*	1	2.5 IN	35 FT	-	EX. (9) 4/*18 - TO REMAIN, <REMOVE EX. (3) 4/*18, [NEW (2) 4/*14]
12*	1	2.5 IN	121 FT	-	EX. (2) 4/*18
13*	1	2.5 IN	63 FT	-	EX. (6) 4/*18 - TO REMAIN, <REMOVE EX. (3) 4/*18, [NEW (2) 4/*14]
14*	1	2.5 IN	115 FT	-	EX. (2) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18
15*	1	1.5 IN	206 FT	-	EX. (2) 4/*18
16*	1	1.5 IN	78 FT	-	EX. (2) 4/*18
17*	1	2.5 IN	72 FT	-	EX. (1) 4/*18 - TO REMAIN, <REMOVE EX. (2) 4/*18
18*	1	2.5 IN	86 FT	-	EX. (1) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18
19*	1	2.5 IN	204 FT	-	EX. (2) 4/*18, [NEW (2) 4/*14]
20*	1	2.5 IN	184 FT	-	EX. (2) 4/*18, [NEW (2) 4/*14]
21*	1	4.0 IN	XX FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 144 CT., EX. (1) FIBER OPTIC, SINGLE-MODE, 48 CT., EX. (1) FIBER OPTIC, SINGLE-MODE, 12 CT.
22*	1	4.0 IN	XX FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 144 CT., EX. (1) FIBER OPTIC, SINGLE-MODE, 48 CT.
23	1	2.5 IN	250 FT	T	[NEW (2) 4/*14]
24	1	2.5 IN	282 FT	T	[NEW (2) 4/*14]
25	1	2.5 IN	4 FT	T	[NEW (1) 4/*14]
26	1	2.5 IN	54 FT	B	[NEW (1) 4/*14]
27	1	2.5 IN	3 FT	T	[NEW (1) 4/*14]
28	1	2.0 IN	12 FT	T	[NEW (1) 2/*8 U.F. W/GROUND]
29	1	2.5 IN	72 FT	B	[NEW (1) 2/*8 U.F. W/GROUND]
30	1	2.5 IN	80 FT	B	[NEW (1) 2/*8 U.F. W/GROUND]
31	1	2.5 IN	17 FT	T	[NEW (1) 2/*8 U.F. W/GROUND]
32	1	2.5 IN	12 FT	T	[NEW (1) FIBER OPTIC, SINGLE-MODE, 12 CT.]
33	1	2.5 IN	6 FT	T	[NEW (1) FIBER OPTIC, SINGLE-MODE, 12 CT.]
34	1	2.5 IN	33 FT	T	EMPTY

\* DENOTES EXISTING CONDUIT

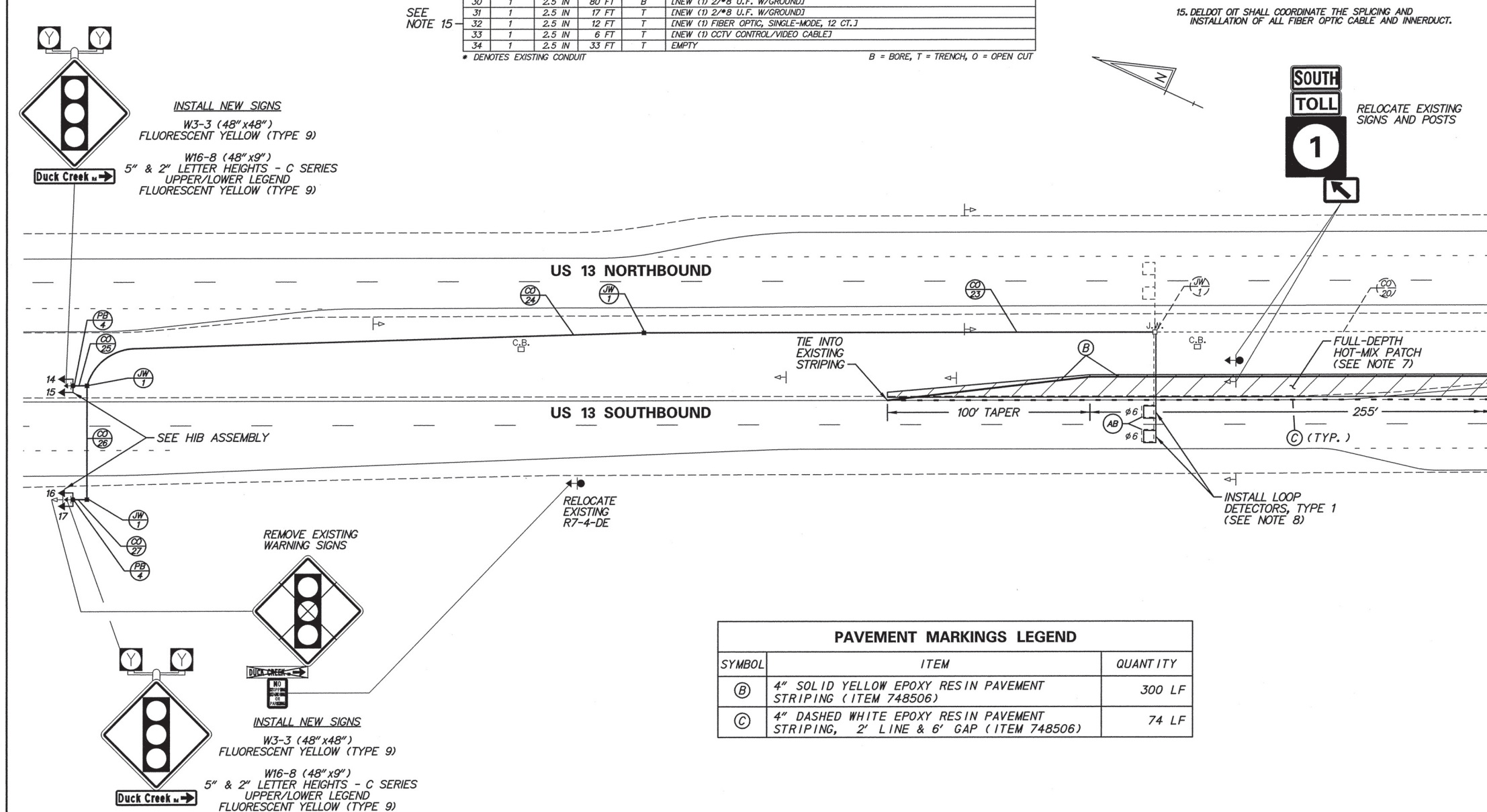
B = BORE, T = TRENCH, O = OPEN CUT

- NOTES:**
- THE CONTRACTOR SHALL INSTALL A FULL-DEPTH HOT-MIX PATCH FLUSH WITH THE ADJOINING PAVEMENT.
  - THE CONTRACTOR SHALL SPLICE THE LEAD-IN CABLES FOR THE PROPOSED LOOP DETECTORS TO THE EXISTING 4/\*18 'HOME RUN' CABLE.
  - DELDOT TRAFFIC/TMC SHALL MODIFY THE SIGNAL PHASING SO THAT PHASES 1 AND 5 ARE PROTECTED ONLY.
  - THE CONTRACTOR SHALL INSTALL BACK GUYS, IN ACCORDANCE WITH ITEM 748501, ON THE EXISTING SIGNAL POLES PRIOR TO INSTALLING THE PROPOSED SPAN WIRES. THE BACK GUYS SHALL BE REMOVED, IN ACCORDANCE WITH ITEM 748710, WHEN THE EXISTING SPAN WIRES ARE REMOVED FROM THE EXISTING SIGNAL POLES.
  - THE CONTRACTOR SHALL ATTACH THE PROPOSED SPAN WIRES USING A GALVANIZED STEEL BULL RING. THE BULL RING SHALL HAVE A 4-INCH INSIDE DIAMETER AND BE FABRICATED FROM STEEL CONFORMING TO A688, QUENCHED AND TEMPERED. THE BAR DIAMETER SHALL NOT BE LESS THAN 3/8 INCHES. THE WELDLESS RINGS SHALL MEET FEDERAL SPECIFICATION RR-C271B TYPE VI. THE RINGS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH A153 SPECIFICATIONS. TWO GALVANIZED 3-BOLT GUY CLAMPS AND A SERVICE SLEEVE SHALL BE INSTALLED FOR EACH SPAN WIRE ATTACHMENT IN ACCORDANCE WITH STANDARD NO. T-12 (2005).
  - THE CONTRACTOR SHALL REMOVE THE EXISTING SPAN WIRE, SIGNAL HEADS, OPTICOM RECEIVERS, AND ELECTRICAL CABLES.
  - THE CONTRACTOR SHALL INSTALL THE PROPOSED SPAN WIRES, (2) 16/\*14 HEAD CABLES, (4) 4/\*18 OPTICOM CABLES, SIGNAL HEADS, OPTICOM RECEIVERS, AND OVERHEAD SIGNS, AS SHOWN.
  - THE CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA ON THE PROPOSED SIGNAL POLE, AS SHOWN.
  - DELDOT OIT SHALL COORDINATE THE SPLICING AND INSTALLATION OF ALL FIBER OPTIC CABLE AND INNERDUCT.



LEGEND		
PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR	
EXISTING SIGNAL CABINET	REMOVE BY OTHERS	
PROPOSED SIGNAL POLE BASE	ABANDON	
EXISTING SIGNAL POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)	
PROPOSED PEDESTRIAN POLE BASE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)	
EXISTING PEDESTRIAN POLE BASE	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	
PROPOSED WOOD POLE	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	
EXISTING UTILITY POLE	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	
PROPOSED JUNCTION WELL	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	
EXISTING JUNCTION WELL	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)	
PROPOSED SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)	
EXISTING SIGNAL HEAD	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	
PROPOSED PEDESTRIAN SIGNAL HEAD	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	
EXISTING PEDESTRIAN SIGNAL HEAD	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	
PROPOSED PEDESTRIAN PUSHBUTTON	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	
EXISTING PEDESTRIAN PUSHBUTTON	PROPOSED SPAN WIRE	
PROPOSED VIDEO DETECTION	EXISTING SPAN WIRE	
EXISTING VIDEO DETECTION	RIGHT-OF-WAY OR PROPERTY LINE	
PROPOSED MICROWAVE DETECTION	PROPOSED SPAN INSULATOR	
EXISTING MICROWAVE DETECTION	EXISTING SPAN INSULATOR	
OVERHEAD SIGNING	SERVICE PEDESTAL	
PROPOSED OPTICOM RECEIVER	PROPOSED DAVIT ARM CCTV CAMERA	
EXISTING OPTICOM RECEIVER		
PROPOSED MAST ARM		
EXISTING MAST ARM		
PROPOSED LUMINAIRE		
EXISTING LUMINAIRE		
PROPOSED LOOP DETECTOR (TYPE 1 OR 2)		
EXISTING LOOP DETECTOR (TYPE 1 OR 2)		

- GENERAL SIGNAL NOTES**
- EXISTING LOOP DETECTORS (TO REMAIN):  
TYPE #1 - 6' x 6' - NORTHBOUND US 13 THROUGH MOVEMENTS AND SR 1 SB OFF-RAMP (INACTIVE)  
TYPE #2 - 6' x 25' - DUCK CREEK ROAD ALL MOVEMENTS, SR 1 SB OFF-RAMP LEFT-TURN AND THROUGH MOVEMENTS, AND US 13 LEFT-TURN MOVEMENTS  
SYSTEM - 6' x 6' - SR 1 SB ON-RAMP AND US 13 RECEIVING LANES
  - PROPOSED LOOP DETECTORS:  
TYPE #1 - 6' x 6' - TO BE INSTALLED IN SOUTHBOUND US 13 THROUGH MOVEMENTS
  - ALL EXISTING AND PROPOSED SIGNAL POLES ARE 32 FEET.
  - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
  - POLE BASES ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
  - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
  - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.



1. HAZARD IDENTIFICATION BEACON (HIB) ASSEMBLY SHALL CONSIST OF A PAIR OF ALTERNATELY FLASHING BEACONS AND A CROSS ROAD WARNING SIGN (W2-146) x 48" WITH AN ADVANCE STREET NAME PLaque (W1-84P, 36" x 24") MOUNTED ON A PEDESTAL POLE.

2. THE BEACONS SHALL BE 12-INCH YELLOW LED, ONE-SECTION TRAFFIC SIGNAL HEADS.

3. THE BEACONS SHALL OPERATE 24 HOURS A DAY, 7 DAYS A WEEK.

4. THE FLASHING RATE SHALL NOT BE LESS THAN 50 MOR MORE THAN 60 TIMES PER MINUTE.

5. THE ILLUMINATED PERIOD OF EACH FLASH SHALL NOT BE LESS THAN 1/2 MOR MORE THAN 2/3 OF THE FLASH CYCLE.

6. SIGNFIX (OR SIMILAR) SHALL BE INSTALLED ON THE BACK OF THE PROPOSED SIGNS FOR MOUNTING SUPPORT.

7. TO INSTALL THE PROPOSED SIGNS AND BEACONS AT THE REQUIRED MOUNTING HEIGHTS, 4-INCH RIGID ALUMINUM CONDUIT SHALL BE THREADED TO THE TOP OF THE PEDESTAL POLE.

8. THE PEDESTAL POLE SHALL BE SPUN ALUMINUM, SCHEDULE 80.

3. THE PROPOSED FLASHER CABINET SHALL BE INSTALLED ON THE PROPOSED METERED SERVICE PEDESTAL.
4. DELDOT'S SIGNING SECTION SHALL REMOVE THE EXISTING W16-80P PLAQUE AND INSTALL SIGNFIX (OR SIMILAR) TO THE BACK OF THE EXISTING PLAQUE. DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL THE PLAQUE TO THE PROPOSED HIB ASSEMBLY.

Diagram illustrating the vertical clearance and mounting height for a stop sign and cross traffic sign. The stop sign is 40 ft. high, and the cross traffic sign is 20 ft. high. The total height from the edge of pavement to the top of the sign is 40 ft. min. The diagram also shows the sign's dimensions: 1 ft. (min) for the top section and 2 ft. (max) for the bottom section.

1. STOP BEACON ASSEMBLY SHALL CONSIST OF A PAIR OF SIMULTANEOUSLY FLASHING BEACONS AND A STOP SIGN (36" x 48" x 48") WITH A CROSS TRAFFIC STOP TOP PLAQUE (14" x 48" x 24") MOUNTED ON A PEDESTAL POLE.

2. THE BEACONS SHALL BE 12-INCH RED LED-ONE-SECTION TRAFFIC SIGNAL HEADS.

3. THE BEACONS SHALL OPERATE 24 HOURS A DAY, 7 DAYS A WEEK.

4. THE FLASHING RATE SHALL NOT BE LESS THAN 50 NOR MORE THAN 60 TIMES A MINUTE.

5. THE ILLUMINATED PERIOD OF EACH FLASH SHALL NOT BE LESS THAN 1/2 NOR MORE THAN 2/3 OF THE FLASH CYCLE.

6. SIGNFIX (OR SIMILAR) SHALL BE INSTALLED ON THE BACK OF THE PROPOSED SIGNS FOR MOUNTING SUPPORT.

7. TO INSTALL THE PROPOSED SIGNS AND BEACONS AT THE REQUIRED MOUNTING HEIGHTS, 4-INCH RIGID ALUMINUM CONDUIT SHALL BE THREADED TO THE TOP OF THE PEDESTAL POLE.

8. THE PEDESTAL POLE SHALL BE SPUN ALUMINUM, SCHEDULE 80.

SIGNAL HEAD DIAGRAM			
1-4		5-8	
 ALTERNATELY FLASHING INDICATION		 SIMULTANEOUSLY FLASHING INDICATION	
LEGEND			
	PROPOSED SIGNAL CABINET		REMOVE BY CONTRACTOR
	EXISTING SIGNAL CABINET		REMOVE BY OTHERS
	PROPOSED SIGNAL POLE BASE		ABANDON
	EXISTING SIGNAL POLE BASE		PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	PROPOSED PEDESTRIAN POLE BASE		EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	EXISTING PEDESTRIAN POLE BASE		PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	PROPOSED WOOD POLE		EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	EXISTING UTILITY POLE		PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
	PROPOSED JUNCTION WELL		EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
J.W.	EXISTING JUNCTION WELL		PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	PROPOSED SIGNAL HEAD		EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	EXISTING SIGNAL HEAD		PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
	PROPOSED PEDESTRIAN SIGNAL HEAD		EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
	EXISTING PEDESTRIAN SIGNAL HEAD		PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
	PROPOSED PEDESTRIAN PUSHBUTTON		EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
	EXISTING PEDESTRIAN PUSHBUTTON	—————	PROPOSED SPAN WIRE
	PROPOSED VIDEO DETECTION	— XX —	EXISTING SPAN WIRE
	EXISTING VIDEO DETECTION	----	RIGHT-OF-WAY OR PROPERTY LINE
	PROPOSED MICROWAVE DETECTION	◆	PROPOSED SPAN INSULATOR
	EXISTING MICROWAVE DETECTION	◇	EXISTING SPAN INSULATOR
	OVERHEAD SIGNING		SERVICE PEDESTAL
	PROPOSED OPTICOM RECEIVER		
	EXISTING OPTICOM RECEIVER		
	PROPOSED MAST ARM		
	EXISTING MAST ARM		
	PROPOSED LUMINAIRE		
	EXISTING LUMINAIRE		
	PROPOSED LOOP DETECTOR (TYPE TOR 2)		
	EXISTING LOOP DETECTOR (TYPE TOR 2)		

1. ALL GALVANIZED CONDUIT (GRC) SHALL BE SEAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.


2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY LOCATIONS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1	1	2.0 IN	2 FT	T	(1) 2/0 B. U.F. W/GROUND - LINE SIDE
2	1	2.5 IN	8 FT	T	(4) 4/*14
3	1	2.5 IN	250 FT	T	(1) 4/*14
4	1	2.5 IN	100 FT	T	(1) 4/*14
5	1	2.5 IN	5 FT	T	(1) 4/*14
6	1	2.5 IN	45 FT	B	(3) 4/*14
7	1	2.5 IN	8 FT	T	(4) 4/*14
8	1	2.5 IN	51 FT	B	(2) 4/*14
9	1	2.5 IN	250 FT	T	(1) 4/*14
10	1	2.5 IN	126 FT	T	(4) 4/*14
11	1	2.5 IN	8 FT	T	(1) 4/*14
12	1	2.5 IN	41 FT	B	(1) 4/*14
13	1	2.5 IN	14 FT	T	(1) 4/*14

RECOMMENDED _____	DATE: _____	RECOMMENDED _____
ADDENDUM / REVISIONS		

A horizontal scale bar with the word "SCALE" centered above it and "FEET" centered below it. The bar has tick marks at 0, 30, 60, and 90.

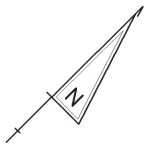
CONTRACT	PERMIT NO.	<b>K2</b>
T201000401	DESIGNED BY: D.W.C. (WR&A)	
COUNTY	CHECKED BY: M.J.B. (WR&A)	
KENT		

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER 		DATE: 2/22/11	
K296		HAZARD IDENTIFICATION	
BY: D.W.C. (WR&A)		BEACON PLAN	
BY: M.J.B. (WR&A)		PEARSONS CORNER ROAD (ROAD 101) @ LOCKWOOD CHAPEL ROAD (ROAD 171) / WEST DENNEYS ROAD (ROAD 100)	
		SHEET NO. 1	
		TOTAL SHTS. 1	

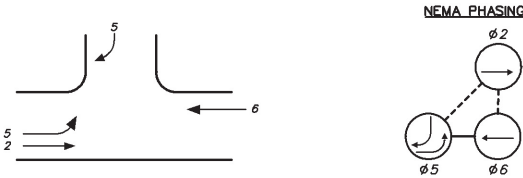
ADDITIONAL GENERAL SIGNAL NOTES

8. INSTALL TEMPORARY SPAN WIRE TO CONNECT PROPOSED MAST ARMS. ROUTE THE SIGNAL CABLE AERIALY THROUGH THE PROPOSED SPAN WIRE TO ACTIVATE SIGNAL HEADS \*5-\*8.
9. THE LOAD BEARING JUNCTION WELL IS A SPECIAL PROVISION JUNCTION WELL AND WILL BE FABRICATED BASED ON THE DETAIL AND SPECIAL PROVISION SPECIFICATION. THE JUNCTION WELL WILL BE UNDER TRAFFIC AT THIS LOCATION. AT THE END OF ROAD CONSTRUCTION THIS LOCATION WILL BE PART OF CURBED MEDIAN.
10. THE PROPOSED SIGNAL POLES, MAST ARM, AND CONTROLLER CABINET SHALL BE CONSTRUCTED AT THE BEGINNING OF THIS PHASE.
11. CONDUIT RUN \*5 AND \*8 SHALL BE INSTALLED DURING THIS PHASE.
12. WHEN A PEDESTRIAN CROSSING IS PROHIBITED FOR ANY MOVEMENT, THE CORRESPONDING PEDESTRIAN SIGNAL HEAD SHALL BE BAGGED.
13. REMOVE THE VIDEO DETECTION SYSTEM FROM THE MAST ARMS.
14. INSTALL THE MAIN PUCK DETECTION UNIT ON THE SIGNAL POLE NEAREST THE SIGNAL CABINET.
15. THE SIGNAL AND ITMS CONDUITS WILL SHARE THE TYPE 7 ITMS JUNCTION WELL LOCATED AT STATION 1088+83 OFFSET 38' RIGHT.

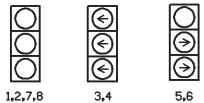
PHASE 1A



SIGNAL PHASING



SIGNAL HEAD DIAGRAM

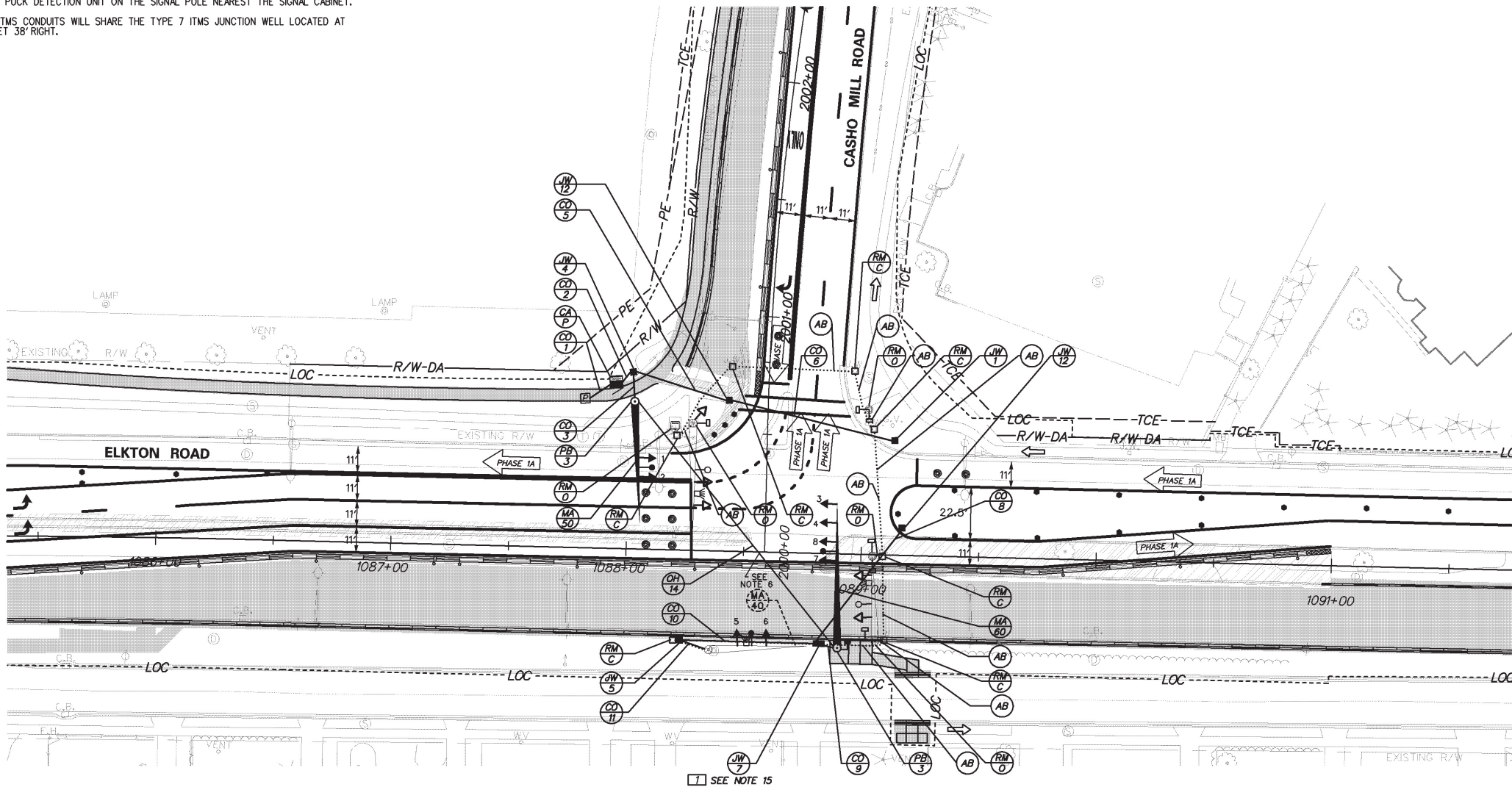


LEGEND

- PROPOSED SIGNAL CABINET (RM C) REMOVE BY CONTRACTOR
- EXISTING SIGNAL CABINET (RM O) REMOVE BY OTHERS
- PROPOSED SIGNAL POLE BASE (AB) ABANDON
- EXISTING SIGNAL POLE BASE (PB X) PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED PEDESTRIAN POLE BASE (PB X) EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED WOOD POLE (JW X) PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING UTILITY POLE (JW X) EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED JUNCTION WELL (CO C) PROPOSED CONDUIT RUN IDENTIFIER (\* OF CONDUIT RUN)
- EXISTING JUNCTION WELL (CO X) EXISTING CONDUIT RUN IDENTIFIER (\* OF CONDUIT RUN)
- PROPOSED SIGNAL HEAD (OP C) PROPOSED OVERHEAD RUN IDENTIFIER (\* OF OVERHEAD RUN)
- EXISTING SIGNAL HEAD (OP X) EXISTING OVERHEAD RUN IDENTIFIER (\* OF OVERHEAD RUN)
- PROPOSED PEDESTRIAN SIGNAL HEAD (MA X) PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
- EXISTING PEDESTRIAN SIGNAL HEAD (MA X) EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
- PROPOSED PEDESTRIAN PUSHBUTTON (CA X) PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING PEDESTRIAN PUSHBUTTON (CA X) EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- PROPOSED VIDEO DETECTION (XX) PROPOSED SPAN WIRE
- EXISTING VIDEO DETECTION (XX) EXISTING SPAN WIRE
- PROPOSED MICROWAVE DETECTION (XX) PROPOSED SPAN INSULATOR
- EXISTING MICROWAVE DETECTION (XX) EXISTING SPAN INSULATOR
- OVERHEAD SIGNING (XX) SERVICE PEDESTAL
- PROPOSED OPTICOM RECEIVER (XX) PUCK DETECTION SYSTEM
- EXISTING OPTICOM RECEIVER (XX) PUCK DETECTION SYSTEM
- PROPOSED MAST ARM (XX) PUCK DETECTION SYSTEM
- EXISTING MAST ARM (XX) PUCK DETECTION SYSTEM
- PROPOSED LUMINAIRE (XX) PUCK DETECTION SYSTEM
- EXISTING LUMINAIRE (XX) PUCK DETECTION SYSTEM
- PROPOSED LOOP DETECTOR (XX) PUCK DETECTION SYSTEM
- EXISTING LOOP DETECTOR (XX) PUCK DETECTION SYSTEM

GENERAL SIGNAL NOTES

1. INSTALL TEMPORARY MAGNETIC IN STREET (PUCK) DETECTION SYSTEM IN EACH LANE AT A DISTANCE OF 8 FEET AND 20 FEET FROM THE STOP BAR.
2. ALL SIGNAL POLES WILL BE 21 FEET, EXCEPT WHERE SHOWN.
3. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
4. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
5. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
6. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.
7. ALL SIGNAL HEADS SHALL BE CONTROLLED BY THE PROPOSED CONTROLLER CABINET DURING THIS PHASE. THE NEW SIGNAL LAYOUT SHALL BE ACTIVATED BEFORE THE REMOVAL OF THE EXISTING CONTROLLER CABINET AND SIGNAL SETUP.



CONDUIT RUN SCHEDULE

CR#	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
1	1	2"	10'	(1) 2/#8 U. F. W/GROUND
2	3	2.5"	5'	(3) 16/#14, (3) 4/#18, (1) 9/#14
3	1	2.5"	9'	(3) 16/#14, (3) 4/#18, (1) 9/#14
5	1	2.5"	39'	EMPTY
6	1	2.5"	70'	EMPTY
8	1	2.5"	60'	EMPTY
9	1	2.5"	2'	(1) 16/#14, (1) 9/#14, (1) 4/#18
10	1	2.5"	62'	(1) 16/#14, (1) 4/#18
11	1	2.5"	12'	(1) 16/#14, (1) 4/#18
OH14			133'	(2) 16/#14, (1) 9/#14, (2) 4/#18

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

POLE SCHEDULE

NO.		STATION	OFFSET
1	50' MAST ARM POLE W/ TYPE 3 BASE	1088+02	63' L
2	60' MAST ARM POLE W/ TYPE 3 BASE	1088+91	40' R
*3	40' MAST ARM POLE W/ TYPE 3 BASE	1088+36	42' R

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

JUNCTION WELL AND CABINET SCHEDULE

NO.	STATION	OFFSET
J1	1088+01 @ SR 2	75' L
J3	1088+42 @ SR 2	64' L
J4	1089+13 @ SR 2	49' L
J5	1089+17 @ SR 2	12' L
J6	1088+83 @ SR 2	38' R
J7	1088+22 @ SR 2	39' R
CA	1087+95 @ SR 2	71' L

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

RECOMMENDED Ni Habel DATE: 1/20/10

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED TRAFFIC ENGINEER \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER \_\_\_\_\_ DATE: \_\_\_\_\_



ADDENDUM / REVISIONS	
1	REVISED SHEET - MAW 12/3/2010
2	REVISED SHEET - MAW 05/4/2011



ELKTON ROAD,  
CASHO MILL ROAD TO  
DELAWARE AVENUE

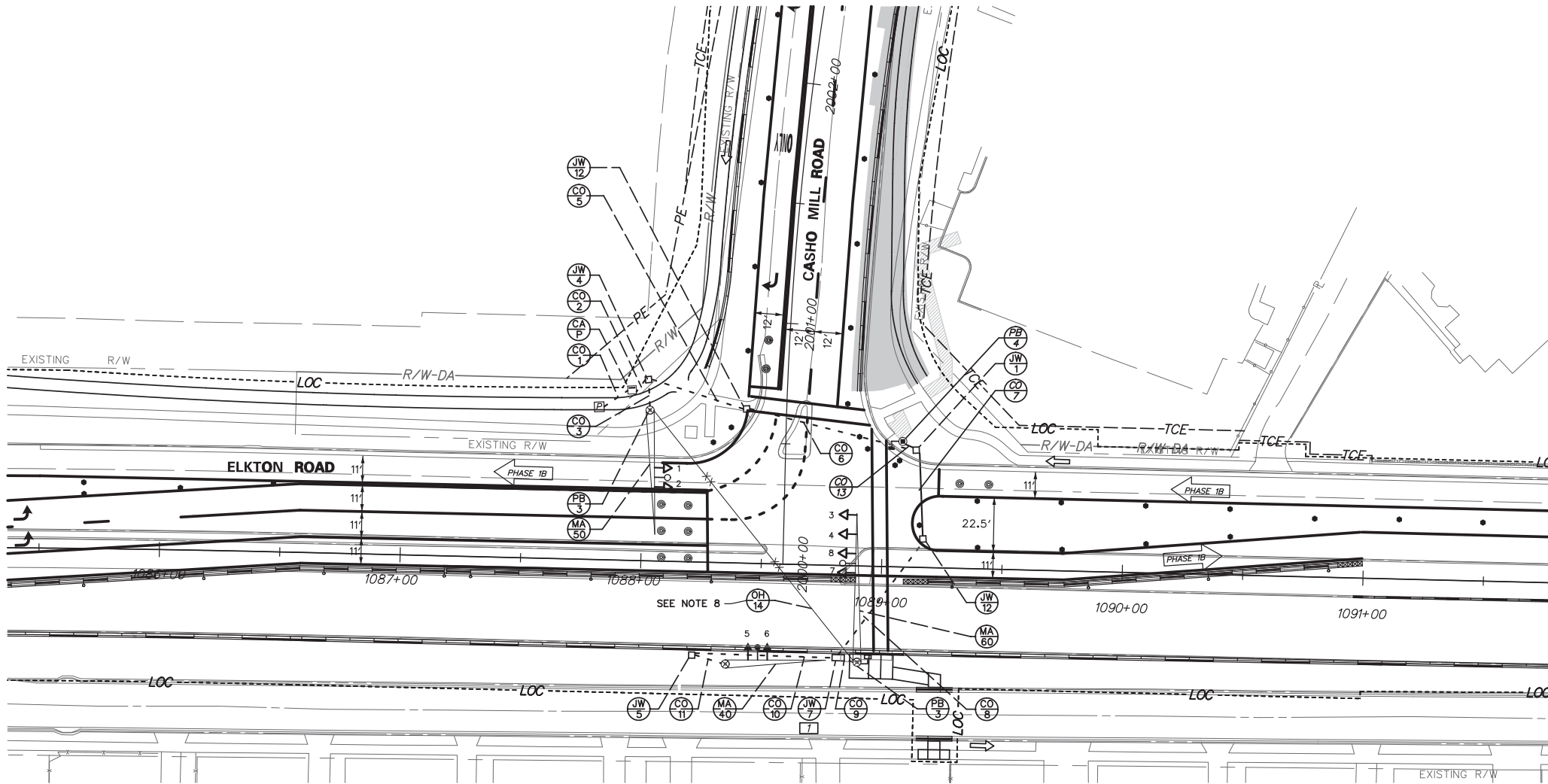
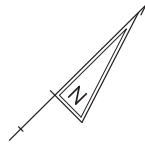
CONTRACT	PERMIT NO.	N 639
24-044-01	DESIGNED BY:	JDS
COUNTY	CHECKED BY:	MAW
NEW CASTLE		

SIGNALIZATION PLAN  
ELKTON RD @ CASHO MILL RD

SHEET NO.	344
TOTAL SHTS.	384

SUBMISSION STATUS: PS&E  
DATE PLOTTED: 5/11/2011  
JMT FILE LOCATION: Q:\NDE\020626\_000Elkton\_RD\020\_CashoMillRD-DelAve\CADD\SG06\_1B.dgn

PHASE 1B



CONDUIT RUN SCHEDULE

CR#	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	10'	(1)2/#8 U. F. W/GROUND
*2	3 <span style="border: 1px solid black; padding: 0 2px;">T</span>	2.5"	5'	(3)16/#14, (3)4/#18, (2)9/#14 <span style="border: 1px solid black; padding: 0 2px;">T</span>
*3	1	2.5"	9'	(3)16/#14, (3)4/#18, (1)9/#14
*5	1	2.5"	39'	(1)9/#14 <span style="border: 1px solid black; padding: 0 2px;">T</span>
*6	1	2.5"	70'	(1)9/#14 <span style="border: 1px solid black; padding: 0 2px;">T</span>
7	1	2.5"	35'	EMPTY
*8	1	2.5"	60'	EMPTY
*9	1	2.5"	2'	(1)16/#14, (1) 9/#14, (1)4/#18
*10	1	2.5"	62'	(1)16/#14, (1)4/#18
*11	1	2.5"	12'	(1)16/#14, (1)4/#18
13	1	2.5"	5'	(1)9/#14 <span style="border: 1px solid black; padding: 0 2px;">T</span>
*OH14			133'	(2)16/#14, (1)9/#14, (2) 4/#18

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
*1	50' MAST ARM POLE W/ TYPE 3 BASE	1088+02	63' L
*2	60' MAST ARM POLE W/ TYPE 3 BASE	1088+91	40' R
*3	40' MAST ARM POLE W/ TYPE 3 BASE	1088+36	42' R
5	PEDESTRIAN POLE W/ TYPE 4 BASE	1089+08	52' L

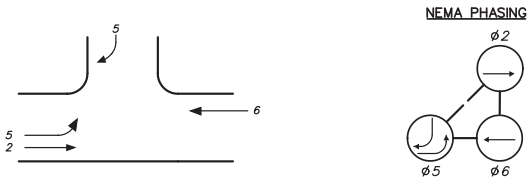
\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

JUNCTION WELL AND CABINET SCHEDULE

NO.	STATION	OFFSET
*J1	1088+01 $\phi$ SR 2	75' L
*J3	1088+42 $\phi$ SR 2	64' L
*J4	1089+13 $\phi$ SR 2	49' L
*J5	1089+17 $\phi$ SR 2	12' L
*J6	1088+83 $\phi$ SR 2	38' R
*J7	1088+22 $\phi$ SR 2	38' R
*CA	1087+95 $\phi$ SR 2	71' L

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

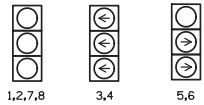
SIGNAL PHASING



PHASING NOTES

- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
- PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

SIGNAL HEAD DIAGRAM



LEGEND

	PROPOSED SIGNAL CABINET		REMOVE BY CONTRACTOR
	EXISTING SIGNAL CABINET		REMOVE BY OTHERS
	PROPOSED SIGNAL POLE BASE		ABANDON
	EXISTING SIGNAL POLE BASE		PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	PROPOSED PEDESTRIAN POLE BASE		EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	PROPOSED WOOD POLE		PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	EXISTING UTILITY POLE		EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	PROPOSED JUNCTION WELL		PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
	EXISTING JUNCTION WELL		EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
	PROPOSED SIGNAL HEAD		PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	EXISTING SIGNAL HEAD		EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	PROPOSED PEDESTRIAN SIGNAL HEAD		PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
	EXISTING PEDESTRIAN SIGNAL HEAD		EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
	PROPOSED PEDESTRIAN PUSHBUTTON		PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
	EXISTING PEDESTRIAN PUSHBUTTON		EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
	PROPOSED VIDEO DETECTION		PROPOSED SPAN WIRE
	EXISTING VIDEO DETECTION		EXISTING SPAN WIRE
	PROPOSED MICROWAVE DETECTION		RIGHT-OF-WAY OR PROPERTY LINE
	EXISTING MICROWAVE DETECTION		PROPOSED SPAN INSULATOR
	OVERHEAD SIGNING		EXISTING SPAN INSULATOR
	PROPOSED OPTICOM RECEIVER		SERVICE PEDESTAL
	EXISTING OPTICOM RECEIVER		PUCK DETECTION SYSTEM
	PROPOSED MAST ARM		
	EXISTING MAST ARM		
	PROPOSED LUMINAIRE		
	EXISTING LUMINAIRE		
	PROPOSED LOOP DETECTOR (TYPE 1 OR 2)		
	EXISTING LOOP DETECTOR (TYPE 1 OR 2)		

GENERAL SIGNAL NOTES

- ALL SIGNAL POLES WILL BE 21 FEET, EXCEPT WHERE SHOWN.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.
- INSTALL THE PEDESTRIAN POLE AT STA. 1089+08L AT THE BEGINNING OF THIS PHASE.
- WHEN A PEDESTRIAN CROSSING IS PROHIBITED FOR ANY MOVEMENT, THE CORRESPONDING PEDESTRIAN SIGNAL HEAD SHALL BE BAGGED.
- REMOVE THE SPAN WIRE AT THE END OF THIS PHASE.

RECOMMENDED Mi Habel DATE: 1/20/10

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED TRAFFIC ENGINEER \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED FOR INSTALLATION  
CHIEF TRAFFIC ENGINEER \_\_\_\_\_ DATE: \_\_\_\_\_



ADDENDUM / REVISIONS	
<span style="border: 1px solid black; padding: 0 2px;">1</span> REVISED SHEET - MAW 12/3/2010	
<span style="border: 1px solid black; padding: 0 2px;">2</span> REVISED SHEET - MAW 05/4/2011	



ELKTON ROAD,  
CASHO MILL ROAD TO  
DELAWARE AVENUE

CONTRACT	PERMIT NO.	<b>N 639</b>
24-044-01	DESIGNED BY:	JDS
COUNTY	CHECKED BY:	MAW
NEW CASTLE		

SIGNALIZATION PLAN  
ELKTON RD @ CASHO MILL RD

SHEET NO.	345
TOTAL SHTS.	384

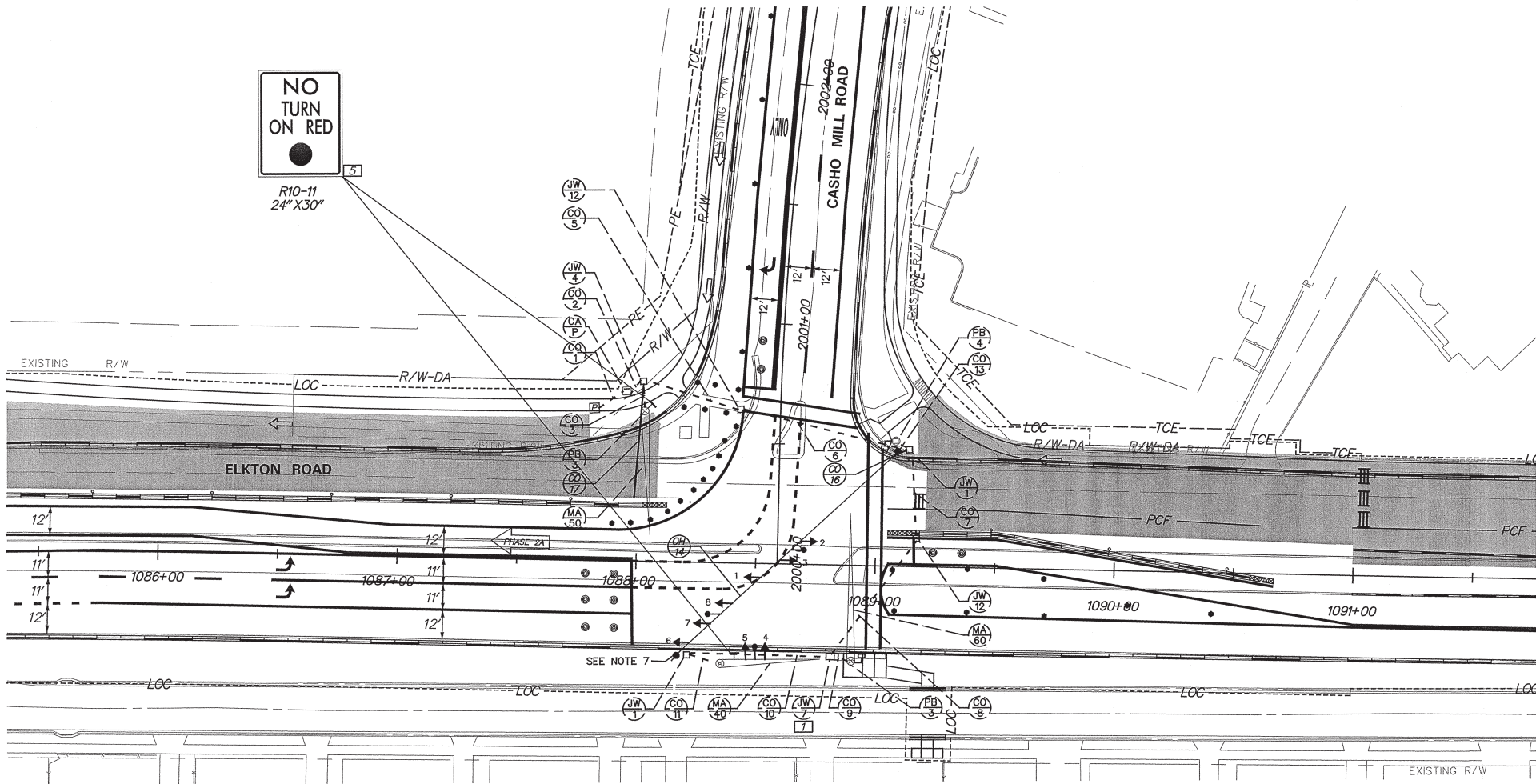
ADDITIONAL GENERAL SIGNAL NOTES

7. INSTALL TEMPORARY SPAN WIRE TO CONNECT TEMPORARY WOOD POLES, RELOCATE THE ELKTON ROAD SIGNAL HEADS ON THE SPAN WIRE PRIOR TO START OF PHASE 2A. ACTIVATE THE SIGNAL THROUGH TEMPORARY CONDUIT #15.

8. INSTALL THE PEDESTRIAN POLE WITH SIGNAL AT STA 1088+98, OFFSET 63' L DURING PHASE 2B WEEKEND WORK. BAG PEDESTRIAN SIGNAL HEAD UNTIL PHASE 2C.

9. THE CONDUIT RUN #17 WILL BE INSTALLED THROUGH OPEN TRENCH DURING THIS CONSTRUCTION PHASE. THE REMAINING PORTION OF CR#17 WILL BE INSTALLED DURING PHASE 2C.

PHASE 2A & PHASE 2B



NO TURN ON RED

R10-11  
24" X 30"

CONDUIT RUN SCHEDULE

CR#	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	11'	(1) 2/#8 U.F.W./GROUND
*2	3	2.5"	5'	(3) 16/#14, (2) 9/#14, (3) 4/#18
*3	1	2.5"	9'	EMPTY
*5	1	2.5"	39'	(3) 16/#14, (2) 9/#14, (3) 4/#18
*6	1	2.5"	70'	(3) 16/#14, (2) 9/#14, (3) 4/#18
*7	1	2.5"	35'	(1) 16/#14, (1) 9/#14, (1) 4/#18
*8	1	2.5"	60'	(1) 16/#14, (1) 9/#14, (1) 4/#18
*9	1	2.5"	14'	(1) 9/#14
*10	1	2.5"	44'	(1) 16/#14, (1) 4/#18
*11	1	2.5"	20'	(1) 16/#14, (1) 4/#18
*13	1	2.5"	5'	(1) 9/#14
OH14			150'	(2) 16/#14, (2) 4/#18
16	1	2.5"	5'	(2) 16/#14, (2) 4/#18
17	1	2.5"	47'	EMPTY

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
*1	50' MAST ARM POLE W/ TYPE 3 BASE	1088+02	63' L
*2	60' MAST ARM POLE W/ TYPE 3 BASE	1088+91	40' R
*3	40' MAST ARM POLE W/ TYPE 3 BASE	1088+36	42' R
*5	PEDESTRIAN POLE W/ TYPE 4 BASE	1089+08	52' L
6	40' TEMPORARY WOOD POLE	1089+15	52' L
7	40' TEMPORARY WOOD POLE	1088+23	38' R

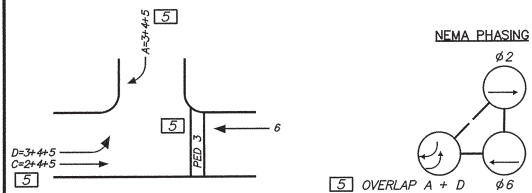
\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

JUNCTION WELL AND CABINET SCHEDULE

NO.	STATION	OFFSET
*J1	1088+01 @ SR 2	75' L
*J3	1088+42 @ SR 2	64' L
*J4	1089+13 @ SR 2	49' L
*J5	1089+17 @ SR 2	12' L
*J6	1088+83 @ SR 2	38' R
*J7	1088+22 @ SR 2	38' R
*CA	1087+95 @ SR 2	71' L

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

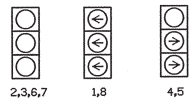
SIGNAL PHASING



PHASING NOTES

- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
- PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

SIGNAL HEAD DIAGRAM



LEGEND

PROPOSED SIGNAL CABINET	RM C	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	RM O	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	AB	ABANDON
EXISTING SIGNAL POLE BASE	PB X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED PEDESTRIAN POLE BASE	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	JW X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED WOOD POLE	JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING UTILITY POLE	CO X	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
PROPOSED JUNCTION WELL	CO X	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
EXISTING JUNCTION WELL	OH X	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
PROPOSED SIGNAL HEAD	OH X	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
EXISTING SIGNAL HEAD	MA XX	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
PROPOSED PEDESTRIAN SIGNAL HEAD	MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
EXISTING PEDESTRIAN SIGNAL HEAD	CA X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED PEDESTRIAN PUSHBUTTON	CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING PEDESTRIAN PUSHBUTTON		PROPOSED SPAN WIRE
PROPOSED VIDEO DETECTION		EXISTING SPAN WIRE
EXISTING VIDEO DETECTION		RIGHT-OF-WAY OR PROPERTY LINE
PROPOSED MICROWAVE DETECTION		PROPOSED SPAN INSULATOR
EXISTING MICROWAVE DETECTION		EXISTING SPAN INSULATOR
OVERHEAD SIGNING		SERVICE PEDESTAL
PROPOSED OPTICOM RECEIVER		PUCK DETECTION SYSTEM
EXISTING OPTICOM RECEIVER		
PROPOSED MAST ARM		
EXISTING MAST ARM		
PROPOSED LUMINAIRE		
EXISTING LUMINAIRE		
PROPOSED LOOP DETECTOR (TYPE 1 OR 2)		
EXISTING LOOP DETECTOR (TYPE 1 OR 2)		

GENERAL SIGNAL NOTES

- ALL SIGNAL POLES WILL BE 21 FEET, EXCEPT WHERE SHOWN.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
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- INSTALL 40 FEET TEMPORARY WOOD POLES AT STA 1089+15, OFFSET 52' L AND AT STA 1088+23, OFFSET 38' R.

RECOMMENDED *Mai Habel* DATE: 1/20/10

RECOMMENDED DATE:

RECOMMENDED DATE:

APPROVED TRAFFIC ENGINEER *Phil Zyg*

DATE: 1/17/12

APPROVED FOR INSTALLATION  
CHIEF TRAFFIC ENGINEER *Paula*

DATE: 1/18/12



DELAWARE  
DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

- 1 REVISED SHEET - MAW 12/3/2010
- 2 REVISED SHEET - MAW 05/4/2011
- 3 REVISED SHEET - MAW 01/13/2012



ELKTON ROAD,  
CASHO MILL ROAD TO  
DELAWARE AVENUE

CONTRACT  
24-044-01  
COUNTY  
NEW CASTLE

PERMIT NO.  
DESIGNED BY: JDS  
CHECKED BY: MAW

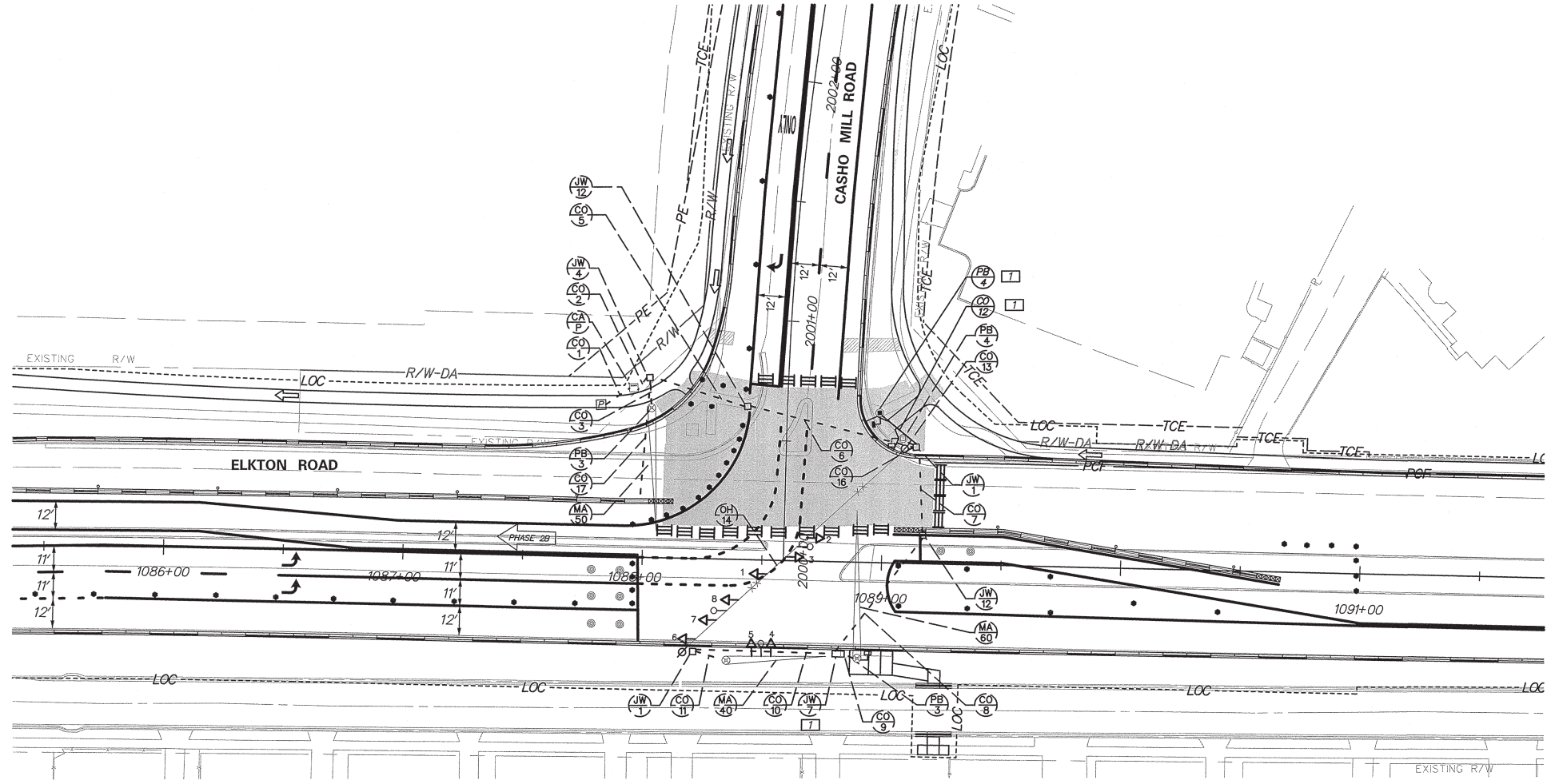
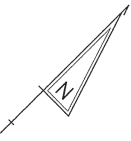
N 639

SIGNALIZATION PLAN

ELKTON RD @ CASHO MILL RD

SHEET NO.  
346  
TOTAL SHTS.  
384

PHASE 2B WEEKEND



CONDUIT RUN SCHEDULE

CR#	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	11'	(1) 2/#8 U.F.W/GROUND
*2	3	2.5"	5'	(3) 16/#14, (3) 9/#14, (3) 4/#18
*3	1	2.5"	9'	EMPTY
*5	1	2.5"	39'	(3) 16/#14, (3) 9/#14, (3) 4/#18
*6	1	2.5"	70'	(3) 16/#14, (3) 9/#14, (3) 4/#18
*7	1	2.5"	35'	(1) 16/#14, (1) 9/#14, (1) 4/#18
*8	1	2.5"	60'	(1) 16/#14, (1) 9/#14, (1) 4/#18
*9	1	2.5"	14'	(1) 9/#14
*10	1	2.5"	44'	(1) 16/#14, (1) 4/#18
*11	1	2.5"	20'	(1) 16/#14, (1) 4/#18
*12	1	2.5"	18'	(1) 9/#14
*13	1	2.5"	5'	(1) 9/#14
*OH14			150'	(2) 16/#14, (2) 4/#18
*16	1	2.5"	5'	(2) 16/#14, (2) 4/#18
*17	1	2.5"	47'	EMPTY

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
*1	50' MAST ARM POLE W/ TYPE 3 BASE	1088+02	63' L
*2	60' MAST ARM POLE W/ TYPE 3 BASE	1088+91	40' R
*3	40' MAST ARM POLE W/ TYPE 3 BASE	1088+36	42' R
4	PEDESTRIAN POLE W/ TYPE 4 BASE	1088+98	63' L
*5	PEDESTRIAN POLE W/ TYPE 4 BASE	1089+08	52' L
*6	40' TEMPORARY WOOD POLE	1089+15	52' L
*7	40' TEMPORARY WOOD POLE	1088+23	38' R

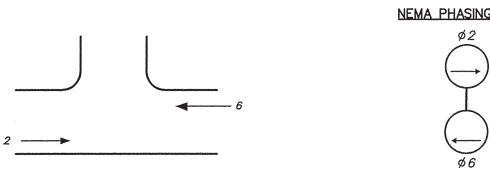
\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

JUNCTION WELL AND CABINET SCHEDULE

NO.	STATION	OFFSET
*J1	1088+07 @ SR 2	62' L
*J3	1088+42 @ SR 2	64' L
*J4	1089+13 @ SR 2	49' L
*J5	1089+17 @ SR 2	12' L
*J6	1088+83 @ SR 2	38' R
*J7	1088+22 @ SR 2	38' R
*CA	1087+95 C SR 2	71' L

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

SIGNAL PHASING



SIGNAL HEAD DIAGRAM



LEGEND

PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	ABANDON
EXISTING SIGNAL POLE BASE	ABANDON
PROPOSED PEDESTRIAN POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED WOOD POLE	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING UTILITY POLE	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED JUNCTION WELL	PROPOSED JUNCTION WELL
EXISTING JUNCTION WELL	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
PROPOSED SIGNAL HEAD	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
EXISTING SIGNAL HEAD	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
PROPOSED PEDESTRIAN SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
EXISTING PEDESTRIAN SIGNAL HEAD	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
PROPOSED PEDESTRIAN PUSHBUTTON	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
EXISTING PEDESTRIAN PUSHBUTTON	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED VIDEO DETECTION	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING VIDEO DETECTION	PROPOSED SPAN WIRE
PROPOSED MICROWAVE DETECTION	EXISTING SPAN WIRE
EXISTING MICROWAVE DETECTION	RIGHT-OF-WAY OR PROPERTY LINE
OVERHEAD SIGNING	PROPOSED SPAN INSULATOR
PROPOSED OPTICOM RECEIVER	EXISTING SPAN INSULATOR
EXISTING OPTICOM RECEIVER	SERVICE PEDESTAL
PROPOSED MAST ARM	PUCK DETECTION SYSTEM
EXISTING MAST ARM	
PROPOSED LUMINAIRE	
EXISTING LUMINAIRE	
PROPOSED LOOP DETECTOR (TYPE 1 OR 2)	
EXISTING LOOP DETECTOR (TYPE 1 OR 2)	

GENERAL SIGNAL NOTES

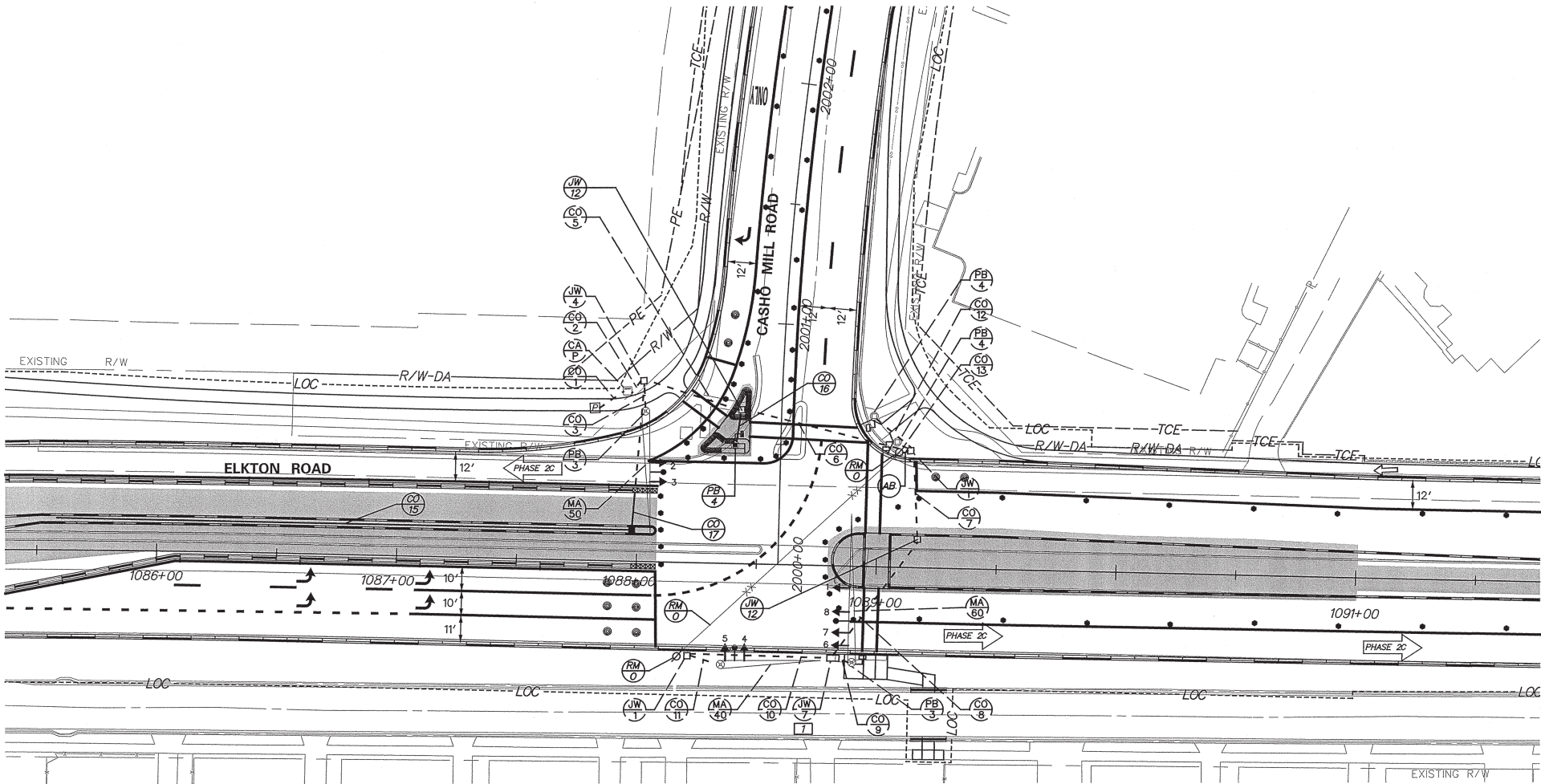
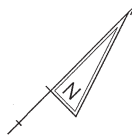
- ALL SIGNAL POLES WILL BE 21 FEET, EXCEPT WHERE SHOWN.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTING ANY UTILITIES, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.
- BAG TRAFFIC SIGNAL HEADS \*1, \*4, \*5 AND \*8 DURING THIS PHASE.
- WHEN A PEDESTRIAN CROSSING IS PROHIBITED FOR ANY MOVEMENT, THE CORRESPONDING PEDESTRIAN SIGNAL HEAD SHALL BE BAGGED.

RECOMMENDED <u>Not Used</u> DATE: <u>1/20/10</u>	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <u>[Signature]</u> DATE: <u>1/24/12</u>	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <u>[Signature]</u> DATE: <u>1/27/12</u>
	ADDENDUM / REVISIONS			SHEET NO. 347
	[1] REVISED SHEET - MAW 12/3/2010			
DELAWARE DEPARTMENT OF TRANSPORTATION	[2] REVISED SHEET - MAW 05/4/2011			TOTAL SHTS. 384
SCALE 0 30 60 90 FEET		ELKTON ROAD, CASHO MILL ROAD TO DELAWARE AVENUE		
CONTRACT 24-044-01		PERMIT NO. N 639	SIGNALIZATION PLAN	
COUNTY NEW CASTLE		DESIGNED BY: JDS	ELKTON RD @ CASHO MILL RD	
		CHECKED BY: MAW		

ADDITIONAL GENERAL SIGNAL NOTES

9. REMOVE THE TEMPORARY STRAIN POLES AND THE SPAN WIRE (OH14) DURING THIS PHASE.  
10. BAG TRAFFIC SIGNAL HEADS #4 AND #5 DURING THIS PHASE.

PHASE 2C



CONDUIT RUN SCHEDULE

CR#	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	11'	(1) 2/#8 U.F. W/GROUND
*2	3	2.5"	5'	(3) 16/#14, (3) 4/#18, (4) 9/#14
*3	1	2.5"	9'	(1) 16/#14, (1) 4/#18
*5	1	2.5"	39'	(2) 16/#14, (4) 9/#14, (2) 4/#18
*6	1	2.5"	70'	(2) 16/#14, (3) 9/#14, (2) 4/#18
*7	1	2.5"	35'	(2) 16/#14, (1) 9/#14, (2) 4/#18
*8	1	2.5"	60'	(2) 16/#14, (1) 9/#14, (2) 4/#18
*9	1	2.5"	14'	(1) 16/#14, (1) 9/#14, (1) 4/#18
*10	1	2.5"	44'	(1) 16/#14, (1) 4/#18
*11	1	2.5"	20'	(1) 16/#14, (1) 4/#18
*12	1	2.5"	18'	(1) 9/#14
*13	1	2.5"	3'	(1) 9/#14
15	1	2.5"	241'	EMPTY
16	1	2.5"	15'	(1) 9/#14
17	1	2.5"	62'	EMPTY

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
*1	50' MAST ARM POLE W/ TYPE 3 BASE	1088+02	63' L
*2	60' MAST ARM POLE W/ TYPE 3 BASE	1088+91	40' R
*3	40' MAST ARM POLE W/ TYPE 3 BASE	1088+36	42' R
*4	PEDESTRIAN POLE W/ TYPE 4 BASE	1088+98	63' L
*5	PEDESTRIAN POLE W/ TYPE 4 BASE	1089+08	52' L
*6	PEDESTRIAN POLE W/ TYPE 4 BASE	1088+40	49' L

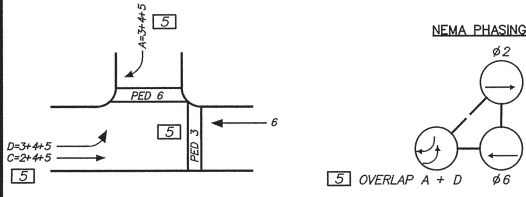
\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

JUNCTION WELL AND CABINET SCHEDULE

NO.	STATION	OFFSET
*J1	1088+07 @ SR 2	62' L
*J3	1088+42 @ SR 2	64' L
*J4	1089+13 @ SR 2	49' L
*J5	1089+17 @ SR 2	12' L
*J6	1088+83 @ SR 2	38' R
*J7	1088+22 @ SR 2	38' R
*CA	1087+95 @ SR 2	71' L

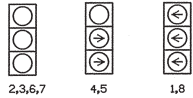
\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

SIGNAL PHASING



1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.  
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

SIGNAL HEAD DIAGRAM



LEGEND

PROPOSED SIGNAL CABINET	RM C	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	RM O	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	AB	ABANDON
EXISTING SIGNAL POLE BASE	AB	ABANDON
PROPOSED PEDESTRIAN POLE BASE	PB X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED WOOD POLE	JW X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING UTILITY POLE	JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED JUNCTION WELL	JW X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING JUNCTION WELL	JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED SIGNAL HEAD	CO X	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
EXISTING SIGNAL HEAD	CO X	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
PROPOSED PEDESTRIAN SIGNAL HEAD	OH X	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
EXISTING PEDESTRIAN SIGNAL HEAD	OH X	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
PROPOSED PEDESTRIAN PUSHBUTTON	MA XX	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
EXISTING PEDESTRIAN PUSHBUTTON	MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
PROPOSED VIDEO DETECTION	CA X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING VIDEO DETECTION	CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED MICROWAVE DETECTION	CA X	PROPOSED SPAN WIRE
EXISTING MICROWAVE DETECTION	CA X	EXISTING SPAN WIRE
OVERHEAD SIGNING	XX	PROPOSED SPAN INSULATOR
PROPOSED OPTICOM RECEIVER	XX	EXISTING SPAN INSULATOR
EXISTING OPTICOM RECEIVER	XX	EXISTING SPAN INSULATOR
PROPOSED MAST ARM	◆	SERVICE PEDESTAL
EXISTING MAST ARM	◆	PICK DETECTION SYSTEM
PROPOSED LUMINAIRE	◆	
EXISTING LUMINAIRE	◆	
PROPOSED LOOP DETECTOR (TYPE 1 OR 2)	□	
EXISTING LOOP DETECTOR (TYPE 1 OR 2)	□	

GENERAL SIGNAL NOTES

1. ALL SIGNAL POLES WILL BE 21 FEET, EXCEPT WHERE SHOWN.  
2. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.  
3. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.  
4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.  
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.  
6. REMOVE 28 FEET TEMPORARY WOOD POLES AT STA 1089+15, OFFSET 52'L AND AT STA 1088+23, OFFSET 38'R AND ABANDON THE CONDUIT RUN CONNECTED TO THESE POLES.  
7. REMOVE THE TEMPORARY PEDESTRIAN SIGNAL AND POLE LOCATED AT STA 1088+14, OFFSET 68'L AND THE TEMPORARY SPAN WIRE POLES. ABANDON THE CONDUIT RUN CONNECTED TO THESE POLES.  
8. WHEN A PEDESTRIAN CROSSING IS PROHIBITED FOR ANY MOVEMENT, THE CORRESPONDING PEDESTRIAN SIGNAL HEAD SHALL BE BAGGED.

RECOMMENDED Not Used DATE: 1/20/10

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED TRAFFIC ENGINEER W. L. Jones DATE: 1/17/12

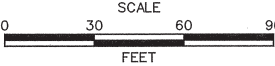
APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER Paul DATE: 1/18/12



DELAWARE  
DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

1	REVISED SHEET - MAW 12/3/2010
2	REVISED SHEET - MAW 05/4/2011
5	REVISED SHEET - MAW 01/13/2012



ELKTON ROAD,  
CASHO MILL ROAD TO  
DELAWARE AVENUE

CONTRACT	24-044-01
COUNTY	NEW CASTLE

PERMIT NO.	N 639
DESIGNED BY:	JDS
CHECKED BY:	MAW

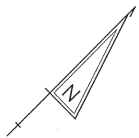
SIGNALIZATION PLAN  
ELKTON RD @ CASHO MILL RD

SHEET NO.	348
TOTAL SHTS.	384

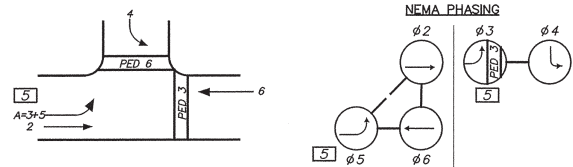
ADDITIONAL GENERAL SIGNAL NOTES

8. THE LOAD BEARING JUNCTION WELL IS A SPECIAL PROVISION JUNCTION WELL AND WILL BE FABRICATED BASED ON THE DETAIL AND SPECIAL PROVISION SPECIFICATION. THE JUNCTION WELL WILL BE UNDER TRAFFIC DURING CONSTRUCTION. AT THE END OF ROAD CONSTRUCTION THIS LOCATION WILL BE PART OF THE CURB MEDIAN.
9. ALL MAGNETIC DETECTION SYSTEMS SHALL BE REMOVED PRIOR TO INSTALLATION OF PAVEMENT LOOPS.
10. ALL LOOP DETECTORS SHALL BE INSTALLED AFTER THE APPLICATION OF TYPE C PAVING.
11. THE ITMS CONDUITS WILL BE INSTALLED DURING THE INSTALLATION OF SIGNAL CONDUIT RUN NUMBERS 6,7, AND 8.
12. THE SIGNAL JUNCTION WELL JW12 STA. 1089+14 OFFSET 11' LEFT WILL BE SHARED BY ITMS CONDUIT.
13. ALL PEDESTRIAN SIGNAL HEADS WILL BE COUNTDOWN SIGNALS.
14. THE SIGNAL AND ITMS CONDUITS WILL SHARE THE TYPE 7 ITMS JUNCTION WELL LOCATED AT STATION 1088+83 OFFSET 38' RIGHT.

ULTIMATE

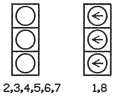


SIGNAL PHASING



1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

SIGNAL HEAD DIAGRAM



LEGEND

- PROPOSED SIGNAL CABINET (RM C) REMOVE BY CONTRACTOR
- EXISTING SIGNAL CABINET (RM O) REMOVE BY OTHERS
- PROPOSED SIGNAL POLE BASE (AB) ABANDON
- EXISTING SIGNAL POLE BASE (PB X) PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED PEDESTRIAN POLE BASE (PB X) EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING PEDESTRIAN POLE BASE (PB X) EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED WOOD POLE (JW X) PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING UTILITY POLE (JW X) EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED JUNCTION WELL (JW X) PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL (JW X) EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED SIGNAL HEAD (CO X) PROPOSED CONDUIT RUN IDENTIFIER (\* OF CONDUIT RUN)
- EXISTING SIGNAL HEAD (CO X) EXISTING CONDUIT RUN IDENTIFIER (\* OF CONDUIT RUN)
- PROPOSED PEDESTRIAN SIGNAL HEAD (OH X) PROPOSED OVERHEAD RUN IDENTIFIER (\* OF OVERHEAD RUN)
- EXISTING PEDESTRIAN SIGNAL HEAD (OH X) EXISTING OVERHEAD RUN IDENTIFIER (\* OF OVERHEAD RUN)
- PROPOSED PEDESTRIAN PUSHBUTTON (MA XX) PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
- EXISTING PEDESTRIAN PUSHBUTTON (MA XX) EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
- PROPOSED VIDEO DETECTION (CA X) PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING VIDEO DETECTION (CA X) EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- PROPOSED MICROWAVE DETECTION (CA X) PROPOSED SPAN WIRE
- EXISTING MICROWAVE DETECTION (CA X) EXISTING SPAN WIRE
- OVERHEAD SIGNING (XX) EXISTING SPAN WIRE
- PROPOSED OPTICOM RECEIVER (XX) RIGHT-OF-WAY OR PROPERTY LINE
- EXISTING OPTICOM RECEIVER (XX) EXISTING SPAN WIRE
- PROPOSED MAST ARM (◆) PROPOSED SPAN INSULATOR
- EXISTING MAST ARM (◇) EXISTING SPAN INSULATOR
- PROPOSED LUMINAIRE (P) SERVICE PEDESTAL
- EXISTING LUMINAIRE (P) SERVICE PEDESTAL
- PROPOSED LOOP DETECTOR (TYPE 1 OR 2) PUCK DETECTION SYSTEM
- EXISTING LOOP DETECTOR (TYPE 1 OR 2) PUCK DETECTION SYSTEM

GENERAL SIGNAL NOTES

1. DETECTION - 45 M.P.H. - 4 SECONDS PASSAGE TIME AT 250 FEET FROM STOP BAR.
2. LOOP DETECTORS:  
TYPE #1 - 6' x 6' - TO BE INSTALLED ON MAIN STREET THROUGH MOVEMENTS.  
TYPE #2 - 6' x 25' - TO BE INSTALLED ON MAIN STREET LEFT TURN MOVEMENTS.  
TYPE #3 - 6' x 25' - TO BE INSTALLED ON SIDE STREET LEFT AND RIGHT TURN MOVEMENTS.
3. ALL SIGNAL POLES WILL BE 21 FEET, EXCEPT WHERE SHOWN.
4. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
5. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
6. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
7. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

CONDUIT RUN SCHEDULE

CR#	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	11'	(1) 2/#8 U.F. W/GROUND
*2	3	2.5"	5'	(3) 16/#14, (10) 4/#18, (4) 9/#14
*3	1	2.5"	9'	(1) 16/#14, (1) 4/#18
4	1	1.5"	20'	(1) 4/#18
*5	1	2.5"	39'	(2) 16/#14, (4) 9/#14, (6) 4/#18
*6	1	2.5"	70'	(2) 16/#14, (3) 9/#14, (4) 4/#18
*7	1	2.5"	35'	(2) 16/#14, (1) 9/#14, (4) 4/#18
*8	1	2.5"	60'	(2) 16/#14, (1) 9/#14, (2) 4/#18
*9	1	2.5"	19'	(1) 16/#14, (1) 9/#14, (1) 4/#18
*10	1	2.5"	77'	(1) 16/#14, (1) 4/#18
*11	1	2.5"	4'	(1) 16/#14, (1) 4/#18
*12	1	2.5"	24'	(1) 9/#14
*13	1	2.5"	3'	(1) 9/#14
14	1	2.5"	240'	(1) 4/#18
*15	1	2.5"	241'	(1) 4/#18
*16	1	2.5"	15'	(1) 9/#14
*17	1	2.5"	62'	(3) 4/#18

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
*1	50' MAST ARM POLE W/ TYPE 3 BASE	1088+02	63' L
*2	60' MAST ARM POLE W/ TYPE 3 BASE	1088+91	40' R
*3	40' MAST ARM POLE W/ TYPE 3 BASE	1088+36	42' R
*4	PEDESTRIAN POLE W/ TYPE 4 BASE	1088+98	63' L
*5	PEDESTRIAN POLE W/ TYPE 4 BASE	1089+08	52' L
*6	PEDESTRIAN POLE W/ TYPE 4 BASE	1088+40	49' L

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

JUNCTION WELL AND CABINET SCHEDULE

NO.	STATION	OFFSET
*J1	1088+07 C SR 2	62' L
J2	1088+03 C SR 2	13' L
*J3	1088+42 C SR 2	64' L
*J4	1089+13 C SR 2	49' L
*J5	1089+17 C SR 2	12' L
*J6	1088+83 C SR 2	38' R
*J7	1088+22 C SR 2	38' R
J8	1091+56 C SR 2	7' L
J9	1085+57 C SR 2	13' L
*CA	1087+95 C SR 2	71' L

\* EXISTING OR CONSTRUCTED DURING PREVIOUS PHASE

RECOMMENDED M. Habel DATE: 1/20/10

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED TRAFFIC ENGINEER Val Loo DATE: 1/17/12

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER Paul DATE: 1/18/12



DELAWARE  
DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

1. REVISED SHEET - MAW 12/3/2010
2. REVISED SHEET - MAW 05/4/2011
3. REVISED SHEET - MAW 01/13/2012



ELKTON ROAD,  
CASHO MILL ROAD TO  
DELAWARE AVENUE

CONTRACT	PERMIT NO.
24-044-01	N 639
COUNTY	DESIGNED BY: JDS
NEW CASTLE	CHECKED BY: MAW

SIGNALIZATION PLAN

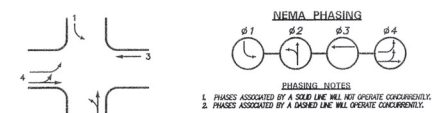
ELKTON RD @ CASHO MILL RD

SHEET NO.
349
TOTAL SHTS.
384

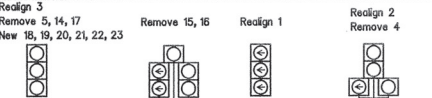
ADDITIONAL SIGNAL NOTES

7. DELDOT TRAFFIC FORCES TO INSTALL, REMOVE, ADJUST AND REPOSITION ALL OVERHEAD SIGNAL EQUIPMENT AS REQUIRED.
8. DELDOT TRAFFIC FORCES TO PERFORM ANY NEEDED SIGNAL HEAD SLIDES TO ACCOMMODATE ALL REQUIRED CONSTRUCTION PHASES. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO ANY REQUIRED TRAFFIC SWITCH AND/OR HEAD SLIDES.
9. INSTALL PROPOSED MICROWAVE DETECTOR TO EXISTING STEEL POLE ON THE SOUTHEAST CORNER TO PROVIDED DETECTION FOR THE TEMPORARY FASHION CENTER CONSTRUCTION ENTRANCE.
10. DELDOT TMC FORCES TO MODIFY EXISTING SIGNAL PHASING TO ACCOMMODATE NEW SIGNAL OPERATION.
11. THE CONTRACTOR SHALL PROVIDE M.O.T. FOR DELDOT TRAFFIC CONTRACTOR THROUGH ALL PHASES OF NEEDED CONSTRUCTION.
12. ITMS SHOWN FOR INFORMATIONAL PROPOSES ONLY SEE SSC FOR ADDITIONAL INFORMATION.
13. INSTALL BACK GUYS IN ACCORDANCE WITH ITEM 746501 ON THE EXISTING POLES PRIOR TO INSTALLING PROPOSED SIGNAL POLES. THE BACK GUYS SHALL BE REMOVED IN ACCORDANCE WITH ITEM 746710, WHEN THE EXISTING SPAN WIRES ARE REMOVED FROM THE EXISTING POLES.

SIGNAL PHASING PHASE 4



SIGNAL HEAD DIAGRAM



SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NW - NE	135 FT	27 FT	6.75 FT @ 5%	20 FT	16 FT
NW - SW	167 FT	29 FT	8.35 FT @ 5%	20 FT	16 FT
NW - SW	135 FT	27 FT	6.75 FT @ 5%	20 FT	16 FT
NW - SW	167 FT	29 FT	8.35 FT @ 5%	20 FT	16 FT

CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
*1	1	2"	--	--	(2)#6 AWG, (1)#6 Bare Copper Ground
2	1	2"	15'	T	(2)#6 AWG, (1)#6 Bare Copper Ground
3	1	2"	10'	T	(2)#6 AWG, (1)#6 Bare Copper Ground
4	3	4"	5'	T	Empty
5	1	3"	10'	T	(2)#14/16, (4)#18/4

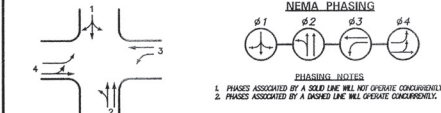
\*DENOTES EXISTING

B = BORE, T = TRENCH, O = OPEN CUT

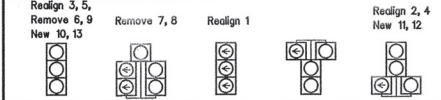
NOT TO SCALE

PHASING

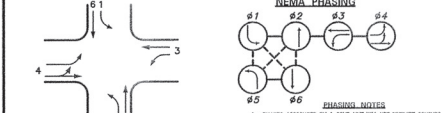
SIGNAL PHASING PHASE 2



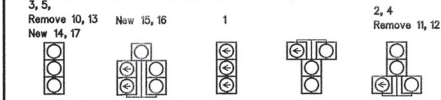
SIGNAL HEAD DIAGRAM



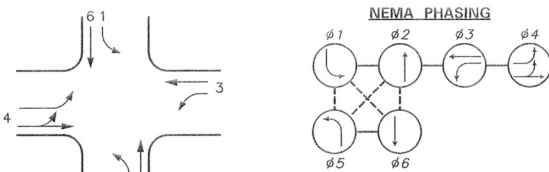
SIGNAL PHASING PHASE 3



SIGNAL HEAD DIAGRAM

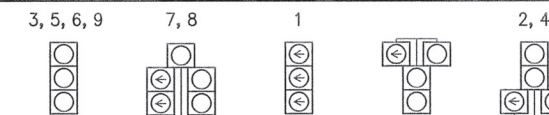


SIGNAL PHASING PHASE 1



- PHASING NOTES
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
  2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

SIGNAL HEAD DIAGRAM



LEGEND

AB	ABANDON	OPH	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
CA	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OPH	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
CA	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	PB	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	PL	EXISTING POLE IDENTIFIER (* OF POLE)
JW	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL	PROPOSED POLE IDENTIFIER (* OF POLE)
JW	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM	REMOVE BY CONTRACTOR
MA	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM	REMOVE BY OTHERS
MA	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL		
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
SPAN INSULATOR		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION		

GENERAL SIGNAL NOTES

1. ALL SIGNAL POLES WILL BE 32 FEET, EXCEPT WHERE SHOWN.
2. CO \*1 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
3. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
4. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
5. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
6. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

RECOMMENDED

DATE: 8.29.13

RECOMMENDED

DATE:

RECOMMENDED

DATE:

APPROVED TRAFFIC ENGINEER

DATE: 8/29/13

APPROVED FOR INSTALLATION

DATE: 8/30/13



DELAWARE  
DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

ROAD A /SR7  
INTERSECTION IMPROVEMENTS

CONTRACT

T201009002

COUNTY

NEW CASTLE

PERMIT NO.

N538

DESIGNED BY: JCR

CHECKED BY: MH

SIGNAL PLAN

DEL RT. 1 NB OFF RAMP  
at ROAD A

SHEET NO.

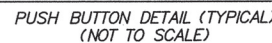
47

TOTAL SHTS.

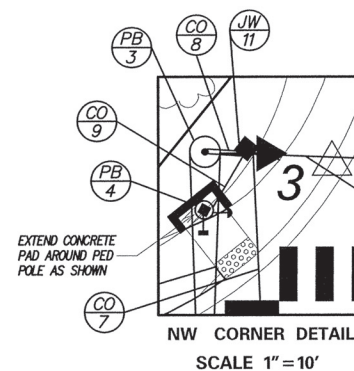
48



7. ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN MODULES.
8. INSTALL CDMA FOR COMMUNICATION WITH TMC.
9. PROGRAM SIGNAL CONTROLLER TO KEEP A STEADY DON'T WALK FOR PEDS WHEN EMERGENCY PREEMPTION IS ACTIVATED.
10. AS PER CORRESPONDENCE WITH GARY LAWSON & STEVE ENNS OF THE OFFICE OF DOVER, CLERK OF SUPERIOR COURT, DISTRICT COURT, 1201 N. 240 STREET, SERVICE FROM BURIED UTILITY HAS ALREADY BEEN PROVIDED FOR THE HAWK SIGNAL.
11. RIGHT-OF-WAY ACQUISITION SHOWN FOR NE AND NW CORNERS TO BE DONE UNDER CONTRACT # T201401201. STATUS OF RIGHT-OF-WAY ACQUISITION TO BE VERIFIED PRIOR TO STARTING SIGNAL CONSTRUCTION WORK.

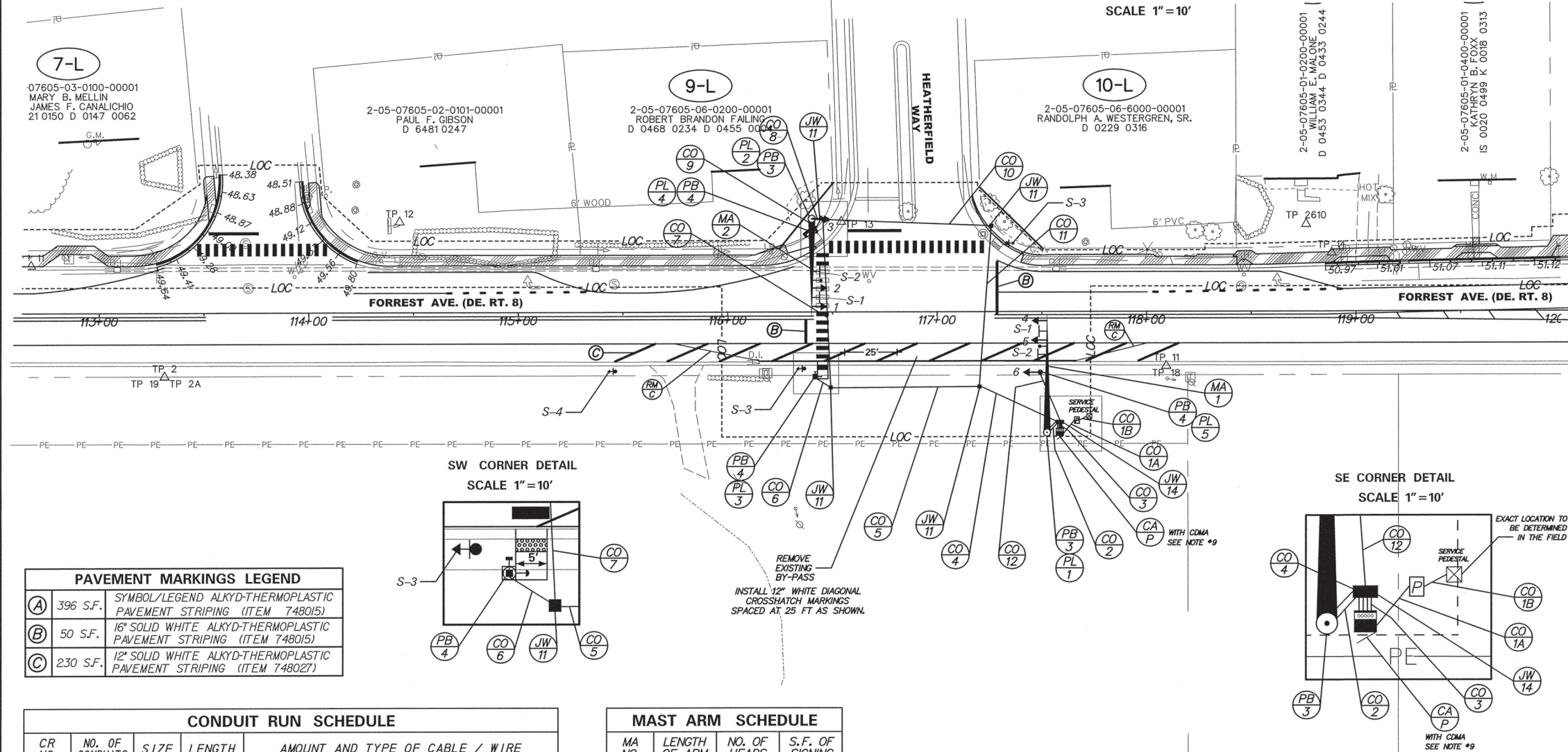


EXISTING SIGN & POST TO BE  
UPGRADED & RELOCATED



NW CORNER DE

SCALE 1" = 10'



(A)	396 S.F.	SYMBOL/LEGEND ALKYD-THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)
(B)	50 S.F.	16" SOLID WHITE ALKYD-THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)
(C)	230 S.F.	12" SOLID WHITE ALKYD-THERMOPLASTIC PAVEMENT STRIPING (ITEM 748027)

CONDUIT RUN SCHEDULE				
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
1A	1	2"	90'	(1) 2/#8 U. F. w/GROUND
1B	1	2"	10'	(1) 2/#8 U. F. w/GROUND
2	2	3"	5'	(1) 9/#14 (1) 4/#18 (1) #6
3	4	4"	5'	(2) 9/#14 (2) 4/#18 (3) 5/#14 (5)#6
4	1	4"	40'	(1) 9/#14 (1) 4/#18 (2) 5/#14 (3)#6
5	1	4"	70'	(1) 9/#14 (1) 4/#18 (2) 5/#14 (3)#6
6	1	2.5"	10'	(1) 5/#14 (1) #6
7	1	4"	80'	(1) 9/#14 (1) 4/#18 (1) #6
8	2	3"	5'	(1) 9/#14 (1) 4/#18 (1) #6
9	1	2.5"	10'	(1) 5/#14 (1) #6
10	1	4"	80'	(1) 5/#14 (1) #6
11	1	4"	80'	(1) 5/#14 (1) #6
12	1	2.5"	25'	(1) 5/#14 (1) #6

MAST ARM SCHEDULE			
MA NO.	LENGTH OF ARM	NO. OF HEADS	S.F. OF SIGNING
1	55'	2	16.5
2	45'	2	16.5

POLE*	POLE TYPE	HEIGHT	MATERIAL
1	STRAIN	21'	STEEL
2	STRAIN	21'	STEEL
3	PEDESTAL	10'	ALUMINUM
4	PEDESTAL	10'	ALUMINUM
5	PEDESTAL	10'	ALUMINUM

\* DENOTES EXISTING

*S-1*



*R10-23*  
*30" X 36"*

*S-2*



*S1-1 (FYG)*

1. THE PEDESTRIAN/HYBRID BEACON REMAINS DARK (NOT ILLUMINATED) DURING PERIOD BETWEEN ACTUATION CONCURRENT WITH PEDESTRIAN DON'T WALK INDICATION.
2. UPON PEDESTRIAN ACTUATION, THE BEACON DISPLAYS A FLASHING YELLOW INDICATION CONCURRENT WITH THE PEDESTRIAN DON'T WALK INDICATION.
3. THE BEACON CHANGES TO A STEADY YELLOW INDICATION CONCURRENT WITH THE PEDESTRIAN DON'T WALK INDICATION.
4. THE BEACON CHANGES TO A STEADY RED INDICATION CONCURRENT WITH THE PEDESTRIAN WALK INTERVAL.
5. THE BEACON CHANGES TO AN ALTERNATING FLASHING RED INDICATION CONCURRENT WITH THE PEDESTRIAN COUNTDOWN INDICATION AND PEDESTRIAN CLEARANCE INTERVAL.
6. THE BEACON REVERTS BACK TO THE DARK CONDITION AFTER THE PEDESTRIAN CLEARANCE INTERVAL ENDS.

1 - 6



(AB)	ABANDON	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OH)	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
(CA)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	(PB)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	(PL)	EXISTING POLE IDENTIFIER (# OF POLE)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PL)	PROPOSED POLE IDENTIFIER (# OF POLE)
(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM)	REMOVE BY CONTRACTOR
(MA)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY OTHERS
(MA)	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	(TR)	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL		
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		
SERVICE PEDESTAL		
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
SPAN INSULATOR		
SPAN WIRE		
UTILITY POLE		
VIDEO DETECTION		

1. ALL MAST ARM SIGNAL POLES WILL BE 21 FEET, EXCEPT WHERE SHOWN.
2. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
3. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND NOT TO BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTING WESS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.
6. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (G/GH OR FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSH BUTTON SHALL BE INSTALLED AT HEIGHT OF 40-44 INCHES ABOVE THE LANDING AREA/ SIDEWALK AND SHALL BE LOCATED SUCH THAT MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE SIDEWALK.

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE:\_\_\_\_\_

RECOMMENDED Mar SAINTIL DATE: 2/25/14

APPROVED TRAFFIC ENGINEER M. C. Hite DATE: 2/25/14

APPROVED FOR INSTALLATION  
CHIEF TRAFFIC ENGINEER W. L. 200 DATE: 2/25/14



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ADDENDUM / REVISIONS



SR 8, FORREST AVENUE PEDESTRIAN  
IMPROVEMENTS, CRANBERRY RUN  
DRIVE TO MARSH CREEK LANE

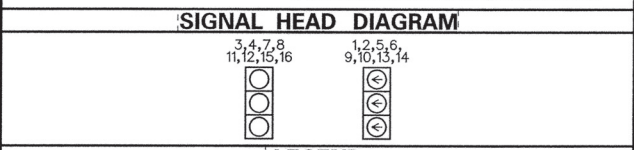
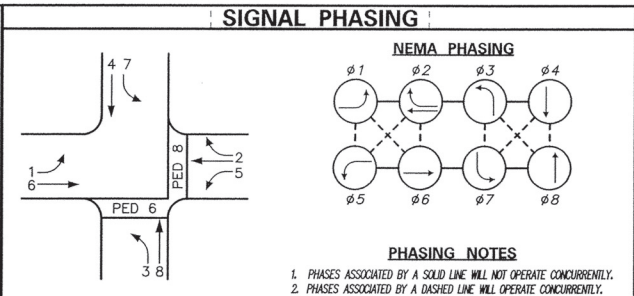
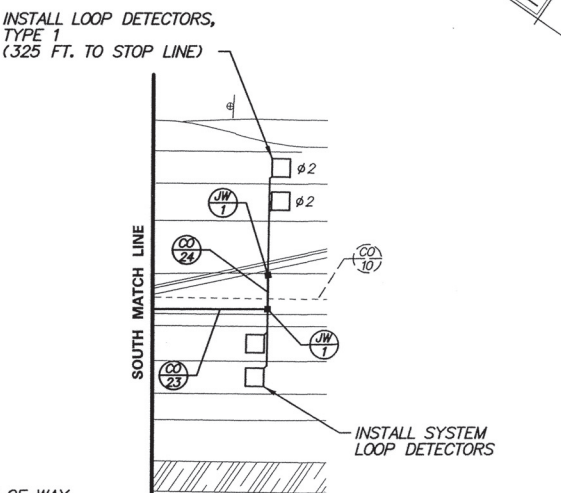
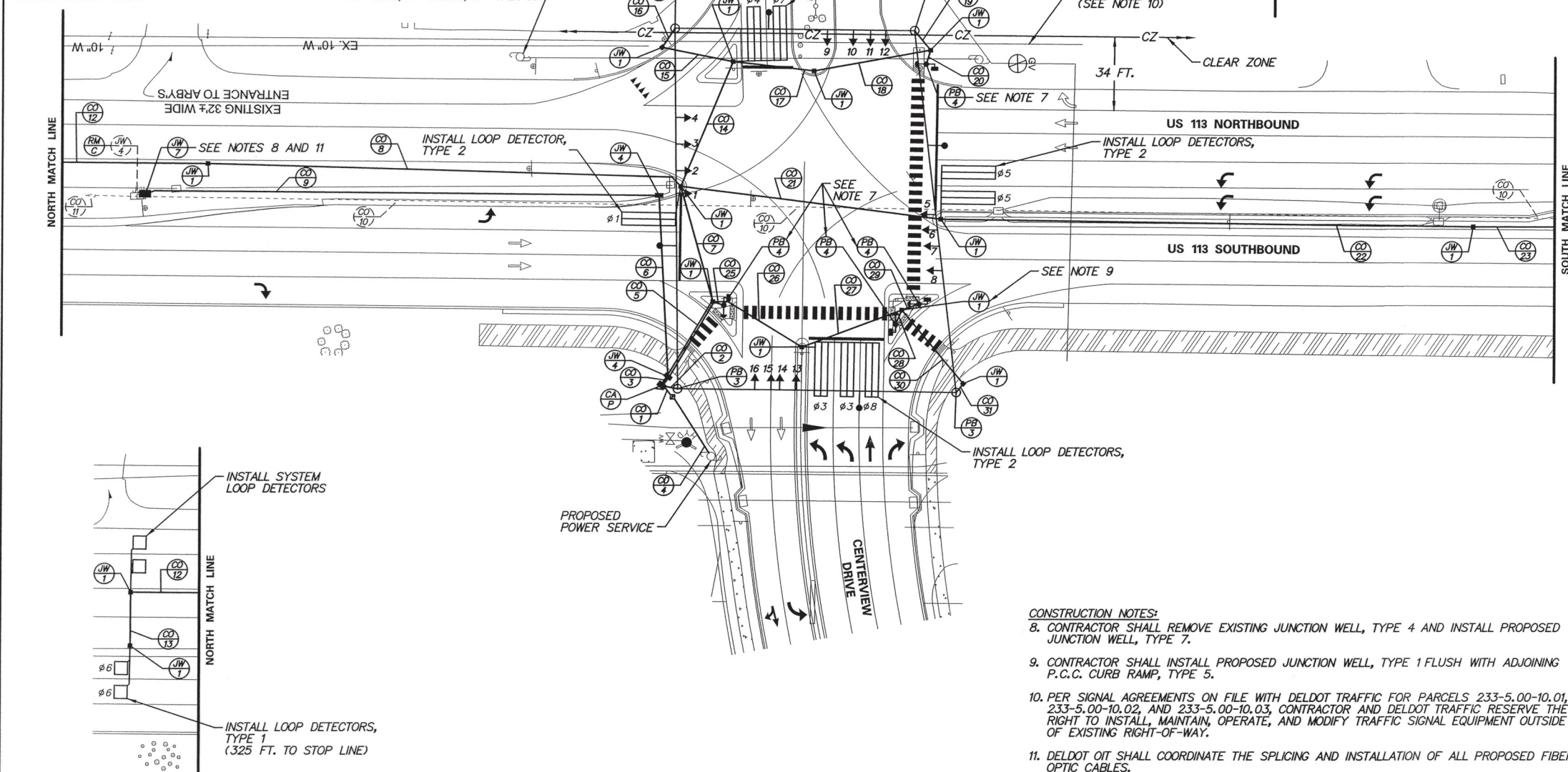
CONTRACT	PERMIT NO.	K312	HAWK SIGNAL PLAN	SHEET NO.
T201401201	DESIGNED BY: MS		(PEDESTRIAN HYBRID BEACON)	19
COUNTY	CHECKED BY: MH		SR 8 & HEATHERFIELD WAY	TOTAL SHTS
KENT				19

CONDUIT RUN SCHEDULE					
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1	1	2.0 IN	5 FT	T	(1) 2/*8 U.F. W/GROUND
2	1	2.5 IN	7 FT	T	(2) 16/*14, (4) 4/*18
3	3	2.5 IN	5 FT	T	(3) 9/*14, (9) 4/*18, (1) FIBER OPTIC, SINGLE-MODE, 6 CT.
4	1	2.0 IN	30 FT	T	(1) 2/*8 U.F. W/GROUND
5	2	2.5 IN	42 FT	B	(3) 9/*14, (9) 4/*18
6	1	4.0 IN	84 FT	B	(1) FIBER OPTIC, SINGLE-MODE, 6 CT.
7	1	2.5 IN	55 FT	T	(1) 9/*14, (7) 4/*18
8	1	2.5 IN	222 FT	T	(2) 4/*18
9	1	4.0 IN	240 FT	T	(1) FIBER OPTIC, SINGLE-MODE, 6 CT.
10*	1	4.0 IN	884 FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 12 CT.
11*	1	4.0 IN	XX FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 12 CT.
12	1	2.5 IN	99 FT	T	(2) 4/*18
13	1	2.5 IN	25 FT	T	(1) 4/*18
14	1	2.5 IN	63 FT	B	(1) 9/*14, (1) 4/*18
15	1	2.5 IN	34 FT	B	EMPTY
16	1	2.5 IN	12 FT	T	EMPTY
17	1	2.5 IN	38 FT	B	(1) 9/*14
18	1	2.5 IN	55 FT	B	(1) 9/*14
19	1	2.5 IN	12 FT	T	EMPTY
20	1	2.5 IN	7 FT	T	(1) 9/*14
21	1	2.5 IN	122 FT	B	(3) 4/*18
22	1	2.5 IN	247 FT	T	(2) 4/*18
23	1	2.5 IN	75 FT	T	(2) 4/*18
24	1	2.5 IN	12 FT	T	(1) 4/*18
25	1	2.5 IN	5 FT	T	(1) 9/*14
26	1	2.5 IN	48 FT	B	(1) 9/*14, (2) 4/*18
27	1	2.5 IN	50 FT	B	(1) 9/*14
28	1	2.5 IN	7 FT	T	(2) 9/*14
29	1	2.5 IN	9 FT	T	(1) 9/*14
30	1	2.5 IN	45 FT	B	EMPTY
31	1	2.5 IN	6 FT	T	EMPTY

SPAN WIRE SCHEDULE					
SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN MIDPOINT	
NORTH	166 FT	30 FT	8.3 FT	21.7 FT	
SOUTH	168 FT	30 FT	8.4 FT	21.6 FT	
EAST	112 FT	27 FT	5.6 FT	21.4 FT	
WEST	129 FT	28 FT	6.5 FT	21.5 FT	

\* FIELD ADJUSTMENTS AS REQUIRED

\* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT



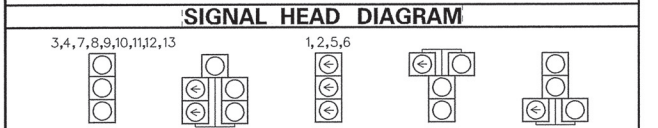
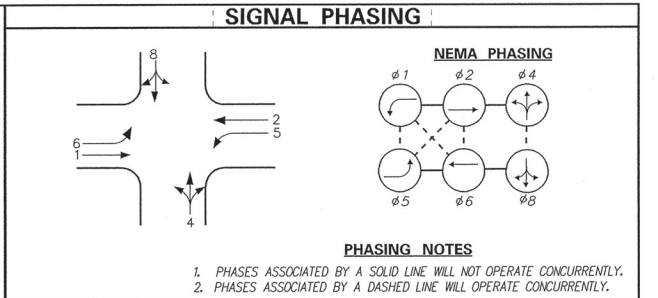
LEGEND		
PROPOSED SIGNAL CABINET	RM C	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	RM O	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	AB	ABANDON
EXISTING SIGNAL POLE BASE	PB X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED PEDESTRIAN POLE BASE	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	JW X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED WOOD POLE	JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING UTILITY POLE	CO X	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
PROPOSED JUNCTION WELL	CO X	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
EXISTING JUNCTION WELL	OH X	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
PROPOSED SIGNAL HEAD	OH X	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
EXISTING SIGNAL HEAD	MA XX	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
PROPOSED PEDESTRIAN SIGNAL HEAD	MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
EXISTING PEDESTRIAN SIGNAL HEAD	CA X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED PEDESTRIAN PUSHBUTTON	CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING PEDESTRIAN PUSHBUTTON	XX	PROPOSED SPAN WIRE
PROPOSED VIDEO DETECTION	XX	EXISTING SPAN WIRE
EXISTING VIDEO DETECTION	XX	RIGHT-OF-WAY OR PROPERTY LINE
PROPOSED MICROWAVE DETECTION	XX	PROPOSED SPAN INSULATOR
EXISTING MICROWAVE DETECTION	XX	EXISTING SPAN INSULATOR
OVERHEAD SIGNING	P	SERVICE PEDESTAL
PROPOSED OPTICOM RECEIVER		
EXISTING OPTICOM RECEIVER		
PROPOSED MAST ARM		
EXISTING MAST ARM		
PROPOSED LUMINAIRE		
EXISTING LUMINAIRE		
PROPOSED LOOP DETECTOR (TYPE 1 OR 2)		
EXISTING LOOP DETECTOR (TYPE 1 OR 2)		

- GENERAL SIGNAL NOTES:**
- DETECTION - 55 M.P.H. - 4.0 SECONDS PASSAGE TIME AT 325 FEET FROM THE STOP LINE.
  - LOOP DETECTORS:  
TYPE #1 - 6' x 6' - TO BE INSTALLED ON US 113 THROUGH MOVEMENTS.  
TYPE #2 - 6' x 25' - TO BE INSTALLED ON US 113 LEFT-TURN MOVEMENTS.  
TYPE #3 - 6' x 25' - TO BE INSTALLED ON SIDE-STREET THROUGH AND LEFT-TURN MOVEMENTS.  
SYSTEM - 6' x 6' - TO BE INSTALLED ALONG US 113 RECEIVING LANES, AS SHOWN.
  - ALL SIGNAL POLES SHALL BE 32 FEET. SPAN WIRES SHALL HAVE 5-PERCENT DISPLACEMENT (SAG) AT MIDPOINT, AS SHOWN IN THE SPAN WIRE SCHEDULE (FIELD ADJUSTMENTS AS REQUIRED).
  - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
  - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
  - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.
  - PROPOSED POLE BASE, TYPE 4, AND PEDESTAL POLE FOR THE PEDESTRIAN SIGNAL SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ASA BEST PRACTICES. THE PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED AT A HEIGHT OF 42 INCHES ABOVE THE LANDING AREA/SIDEWALK AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE SIDEWALK.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>John J. Kelly</i> DATE: <i>4/17/08</i>	APPROVED TRAFFIC ENGINEER <i>Mike Zapp</i> DATE: <i>4/18/08</i>	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>John Kelly</i> DATE: <i>4/18/08</i>
DELAWARE DEPARTMENT OF TRANSPORTATION		PENINSULA CROSSING		SHEET NO. 1
ADDENDUM / REVISIONS		SCALE 0 30 60 90 FEET		TOTAL SHTS. 4
		CONTRACT PERMIT NO. S-315		
		DESIGNED BY: M.J.B. (WR&A)		
		CHECKED BY: M.J.B. (WR&A)		
		SUSSEX		
		SIGNAL PLAN US 113 @ M&T BANK / CLEARVIEW DRIVE (PENINSULA CROSSING NORTH)		

CONDUIT RUN SCHEDULE					
CR#	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE	
1	1	1.5"	258'	(1)4/0 URD ALUMINIUM SERVICE CABLE	
2	1	1.5"	65'	(1)4/0 URD ALUMINIUM SERVICE CABLE	
3	1	1.5"	62'	(1)4/0 URD ALUMINIUM SERVICE CABLE	
4	1	1.5"	16'	(1)4/0 URD ALUMINIUM SERVICE CABLE	
5	1	4.0"	16'	COMMUNICATION	
6	1	1.5"	3'	(1)4/0 URD ALUMINIUM SERVICE CABLE	
7	1	4.0"	3'	COMMUNICATION	
8	1	1.5"	9'	(1)4/0 URD ALUMINIUM SERVICE CABLE	
9	2	2.5"	9'	(12)4/#18 (2)16/#14 (2)9/#14	
10	1	2.5"	9'	(1)4/#18 (1)16/#14	
11	1	2.5"	75'	(4)4/#18 (1)16/#14	
12	1	2.5"	52'	(3)4/#18 (1)16/#14	
13	1	2.5"	13'	(1)4/#18 (1)16/#14	
14	1	2.5"	18'	(1)4/#18 (1)9/#14	
15	1	2.5"	335'	(1)4/#18	
16	1	2.5"	65'	(2)4/#18 (1)9/#14	
17	1	2.5"	62'	(3)4/#18 (1)9/#14	

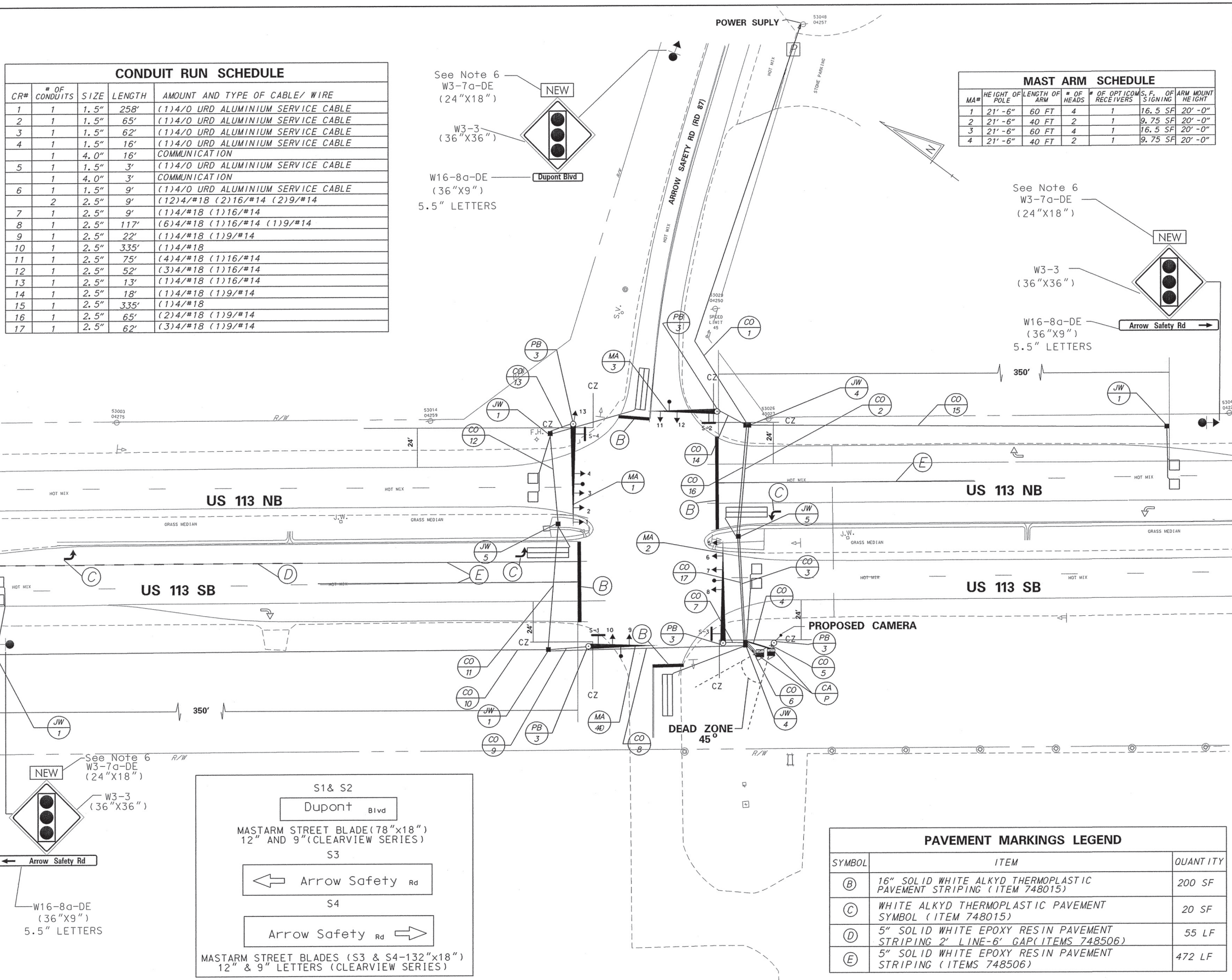
MAST ARM SCHEDULE						
MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OF OPTICOM RECEIVERS	S.F. OF SIGNING	ARM MOUNT HEIGHT
1	21' - 6"	60 FT	4	1	16.5 SF	20' - 0"
2	21' - 6"	40 FT	2	1	9.75 SF	20' - 0"
3	21' - 6"	60 FT	4	1	16.5 SF	20' - 0"
4	21' - 6"	40 FT	2	1	9.75 SF	20' - 0"



LEGEND		
AB	ABANDON	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	EXISTING POLE IDENTIFIER (# OF POLE)
JW	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PROPOSED POLE IDENTIFIER (# OF POLE)
JW	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	REMOVE BY CONTRACTOR
MA	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	REMOVE BY OTHERS
MA	PROPOSED MAST ARM IDENTIFIER (# OF MAST ARM)	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1	□	□
LOOP DETECTOR, TYPE 2	□	□
LUMINAIRE	—◆—	—◆—
MAST ARM	—▶—	—▶—
MICROWAVE DETECTION	—▲—	—▲—
OPTICOM RECEIVER	—○—	—○—
OVERHEAD SIGNING	—	—
PEDESTRIAN POLE/BASE	○	○
PEDESTRIAN PUSHBUTTON	—D—	—▶—
PEDESTRIAN SIGNAL HEAD	—S—	—S—
RIGHT-OF-WAY	---	—R/W—
SERVICE PEDESTAL	—	—P—
SIGNAL CABINET	—	—
SIGNAL HEAD	—▶—	—▶—
SIGNAL POLE/BASE	○	○
SPAN INSULATOR	—◇—	—◇—
SPAN WIRE	—XX—	—◇—
UTILITY POLE	—	—
VIDEO DETECTION	—	—

- GENERAL SIGNAL NOTES**
- ALL SIGNAL EQUIPMENTS REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.
  - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
  - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.
  - THE PROPOSED "NEW" SIGNS(W3-7a-DE) SHALL BE INSTALLED ABOVE PROPOSED "SIGNAL AHEAD" SIGNS(W3-3) FOR A MINIMUM OF 30 DAYS AND MAXIMUM OF 90 DAYS.
  - THE CONTRACTOR SHALL REMOVE THE EXISTING SIDE ROAD WARNING SIGNS AND PLAQUE.
  - THE CONTRACTOR SHALL INSTALL PROPOSED "SIGNAL AHEAD(W3-3), "NEW"(W3-7a-DE) AND ADVANCED STREET NAME SIGNS(W16-8a-DE) 500' FROM STOP BAR.
  - THE CONTRACTOR SHALL REMOVE EXISTING "STOP AHEAD" SIGN ON ARROW SAFETY ROAD.
  - RIGHT OF WAY WAS OBTAINED FROM CONTRACT NUMBER 65-07-012 PLANS.
  - SEE SHEET 2 FOR ALL GROUND MOUNTED SIGNS & STRIPING REMOVAL. PROPOSED STRIPING IS ON THIS SHEET.



PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(B)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	200 SF
(C)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	20 SF
(D)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING 2" LINE-6" GAP (ITEMS 748506)	55 LF
(E)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEMS 748506)	472 LF

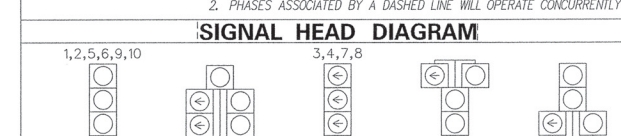
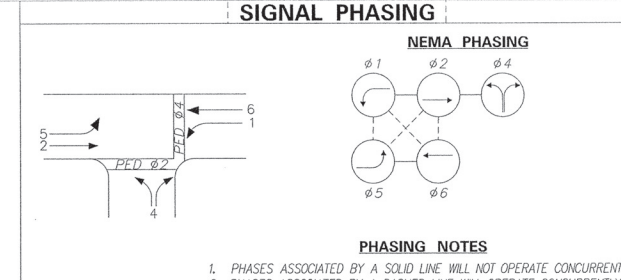
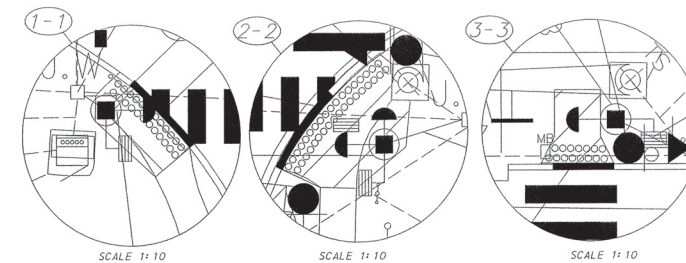
RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <u>Charles Dave</u> DATE: <u>12/9/11</u>	APPROVED TRAFFIC ENGINEER _____ DATE: _____	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <u>[Signature]</u> DATE: <u>12/9/11</u>													
<div> <b>DELAWARE DEPARTMENT OF TRANSPORTATION</b> </div>		ADDENDUM / REVISIONS _____ _____ _____	SCALE 0 30 60 90 FEET	<table border="1"> <tr> <td>CONTRACT</td> <td>PERMIT NO.</td> <td rowspan="3"><b>S332</b></td> <td rowspan="3">SHEET NO. 1</td> </tr> <tr> <td>T201209403</td> <td>DESIGNED BY:</td> <td rowspan="2"><b>CBD</b></td> </tr> <tr> <td>COUNTY</td> <td>CHECKED BY:</td> </tr> <tr> <td>SUSSEX</td> <td></td> <td><b>ML</b></td> <td>TOTAL SHTS. 2</td> </tr> </table>	CONTRACT	PERMIT NO.	<b>S332</b>	SHEET NO. 1	T201209403	DESIGNED BY:	<b>CBD</b>	COUNTY	CHECKED BY:	SUSSEX		<b>ML</b>	TOTAL SHTS. 2
CONTRACT	PERMIT NO.	<b>S332</b>	SHEET NO. 1														
T201209403	DESIGNED BY:			<b>CBD</b>													
COUNTY	CHECKED BY:																
SUSSEX		<b>ML</b>	TOTAL SHTS. 2														
<b>SIGNAL PLAN AT</b> <b>US 113 &amp; ARROW SAFETY RD</b>																	

CONDUIT RUN SCHEDULE					MAST ARM SCHEDULE			
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE	MA NO.	LENGTH OF ARM	NO. OF HEADS	S.F. OF SIGNING
#1	2	1.5"	290'	(1)#18/4	#1	55'	4	7.8
#2	3	2.5"	5'	(5)#14/9 (7)#18/4 NEW(4)#14/5	#2	55'	4	7.8
#3	2	2.5"	90'	(4)#18/4 (3)#14/9 (1)#0/4URD NEW(3)#14/5	#3	25'	2	15.5
#4	1	2.5"	75'	(2)#18/4 (1)#14/9 NEW(1)#14/5	* DENOTES EXISTING CONDUIT RUNS			
#5	1	1.5"	25'	(1)#18/4				
#6	2	2.5"	60'	(1)#18/4 (2)#14/9 (1)#0/4 URD				
#7	1	1.5"	64'	(1)4/#18				
#8	2	2.5"	70'	(1)#18/4 (1)#14/9 (1)#0/4 URD				
#9	2	2.5"	10'	(1)#8/4 (1)#14/6 (1)#0/4 URD				
#10	2	2.5"	15'	(1)#14/9 (1)#0/4 URD				
#11	1	2.5"	60'	(1)#18/4 (1)#14/9 NEW(1)#14/5				
#12	1	1.5"	115'	(1)#18/4				
#13	1	1.5"	220'	COMM (1)#18/4				
#14	1	1.5"	40'	COMM (1)#18/4				
#15	1	1.5"	UNK	COMM				
#16	1	1.5"	290'	(1)#18/4				
#17	1	2.5"	60'	(1)#0/4 URD				
#18	2	2.5"	60'	(2)#18/4 (1)#14/9 (1)#0/4 URD				
#19	1	2.5"	35'	(1)#8/2 U. F. W/GROUND				
#20	1	2.5"	5'	(1)#14/5				
#21	1	2.5"	14'	(1)#14/5				
#22	1	2.5"	15'	(2)#14/5				

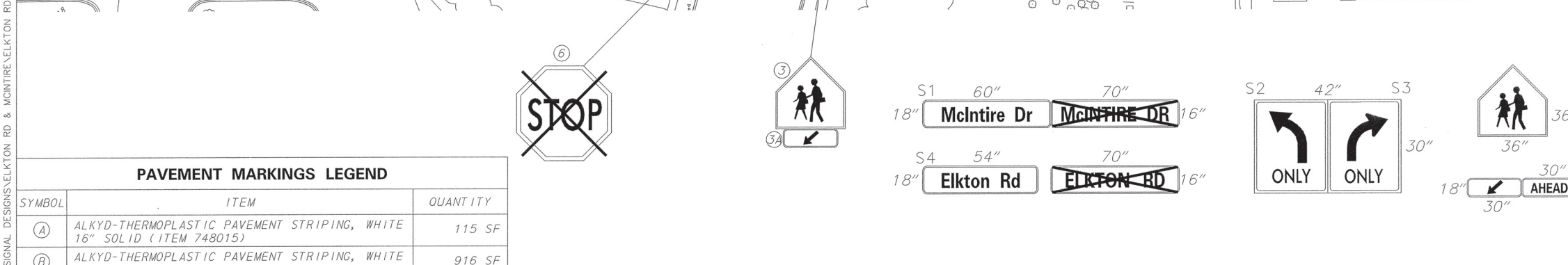
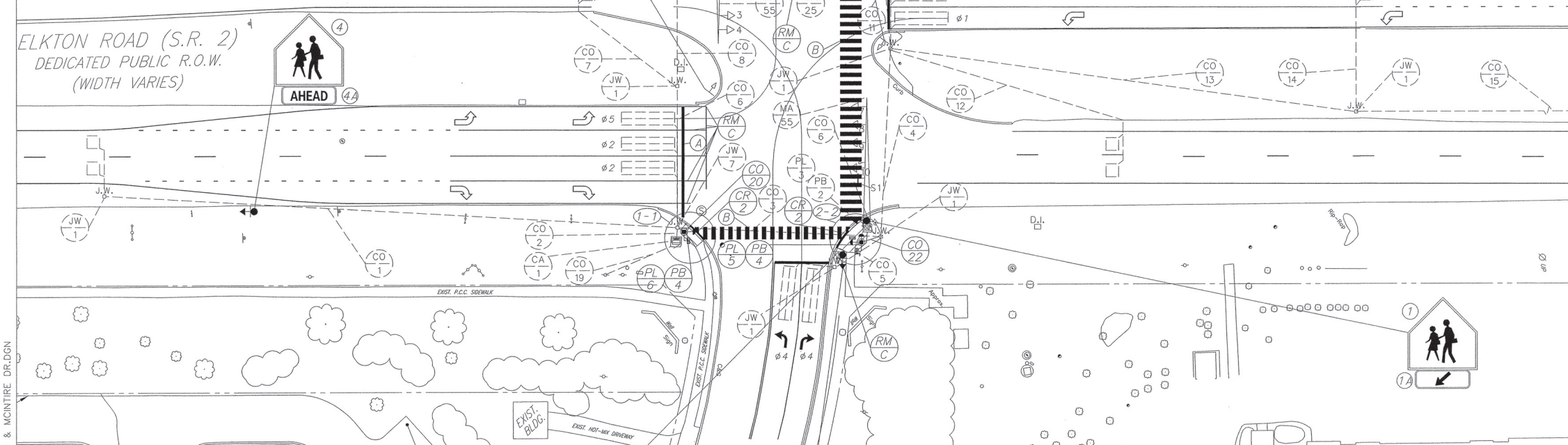
\* DENOTES EXISTING CONDUIT RUNS

MAST ARM SCHEDULE				
MA NO.	LENGTH OF ARM	NO. OF HEADS	S.F. OF SIGNING	
#1	55'	4	7.8	
#2	55'	4	7.8	
#3	25'	2	15.5	

\* DENOTES EXISTING CONDUIT RUNS



LEGEND	
(AB) ABANDON	(OPL) EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CA) EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OPR) PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CB) PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PBL) EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO) EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PBR) PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CP) PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PL) EXISTING POLE IDENTIFIER (* OF POLE)
(JW) EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PLX) PROPOSED POLE IDENTIFIER (* OF POLE)
(JP) PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM) REMOVE BY CONTRACTOR
(MA) EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RMO) REMOVE BY OTHERS
(MAY) PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	(RMT) REMOVE BY TRAFFIC CONTRACTOR



	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL		
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
SPAN INSULATOR		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION		

**GENERAL SIGNAL NOTES**

- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.
- PROPOSED WORK TO BE PERFORMED IN ACCORDANCE WITH TRAFFIC SIGNAL INSTALLATION AGREEMENT BETWEEN THE STATE AND NEWARK CHARTER SCHOOL.

RECOMMENDED  DATE: 11/22/13	RECOMMENDED  DATE: 11/22/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER  DATE: 11/22/13	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER  DATE: 11/25/13
ADDENDUM / REVISIONS			CONTRACT _____ PERMIT NO. <b>N643</b>	
NEWARK CHARTER HIGH SCHOOL PEDESTRIAN IMPROVEMENTS			DESIGNED BY: JWHV	
SCALE 0 30 60 90 FEET			CHECKED BY: _____	
DELAWARE DEPARTMENT OF TRANSPORTATION			SIGNAL PLAN	
			ELKTON RD & MCINTIRE DR	
			SHEET NO. 1	
			TOTAL SHTS. 1	

CONDUIT RUN SCHEDULE				
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
#1	1	2"	50'	(1) 8/#2 W/ GROUND
#2	2	2.5"	15'	(2) 16/#14 (4) 4/#18 (SWEEP TO NEW RUN #18)
#3	2	2.5"	5'	(6) 4/#18 COMM. CABLE [NEW (2) 9/#14]
#4	1	2.5"	75'	(5) 4/#18 COMM. CABLE [NEW (2) 9/#14]
#5	1	2.5"	150'	(3) 4/#18 COMM. CABLE
#6	1	2.5"	120'	(1) 4/#18
#7	1	2.5"	155'	(1) 4/#18
#8	1	2.5"	80'	EMPTY
#9	1	2.5"	135'	(1) 4/#18
#10	1	2.5"	135'	(1) 4/#18
#11	1	2.5"	50'	(1) 4/#18
#12	1	2.5"	100'	(1) 4/#18
#13	1	2.5"	90'	[NEW (2) 9/#14 (1) 4/#18]
#14	1	2.5"	120'	[NEW (2) 9/#14 (1) 4/#18]
#15	1	2.5"	--	COMM. CABLE
#16	1	2.5"	--	COMM. CABLE

\* DENOTES EXISTING  
\*\* ADD ADDITIONAL 4" SCH 80 PVC CONDUIT RUN

CONDUIT RUN SCHEDULE				
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
17	4	4"	5'	(10) 4/#18 (2) 9/#14 (2) 16/#14 COMM. CABLE
18	2	3"	20'	(2) 16/#14 (4) 4/#18

SIGN 1  
(Front & Back)  
US 113  
16"x60"

**ADDITIONAL SIGNAL NOTES**  
7. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSH BUTTON SHALL BE INSTALLED AT HEIGHT OF 40-44 INCHES ABOVE THE LANDING AREA/SIDEWALK AND SHALL BE LOCATED SUCH THAT MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE SIDEWALK.  
8. INSTALL ADDITIONAL 4" SCH 80 PVC CONDUIT FOR RUN # 4, 13, & 14 FOR PEDESTRIAN CABLES AS SHOWN ON PLAN. REPLACE EXISTING JUNCTION WELL TYPE 1 WITH TYPE 4.  
9. ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN MODULES.  
10. RELOCATE SIGNAL SERVICE, INSTALL NEW CABINET BASE, & RELOCATE SIGNAL CABINET AS SHOWN.

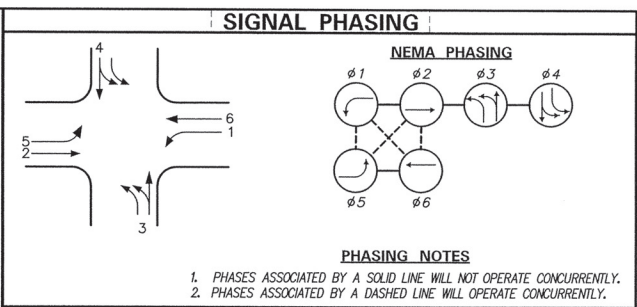
SIGNAL POLE SCHEDULE			
POLE#	POLE TYPE	HEIGHT	MATERIAL
*1	STRAIN	28'	STEEL
*2	STRAIN	28'	STEEL
*3	STRAIN	28'	STEEL
*4	STRAIN	28'	STEEL
5	PEDESTAL	10'	ALUMINUM
6	PEDESTAL	10'	ALUMINUM



















\* DENOTES EXISTING

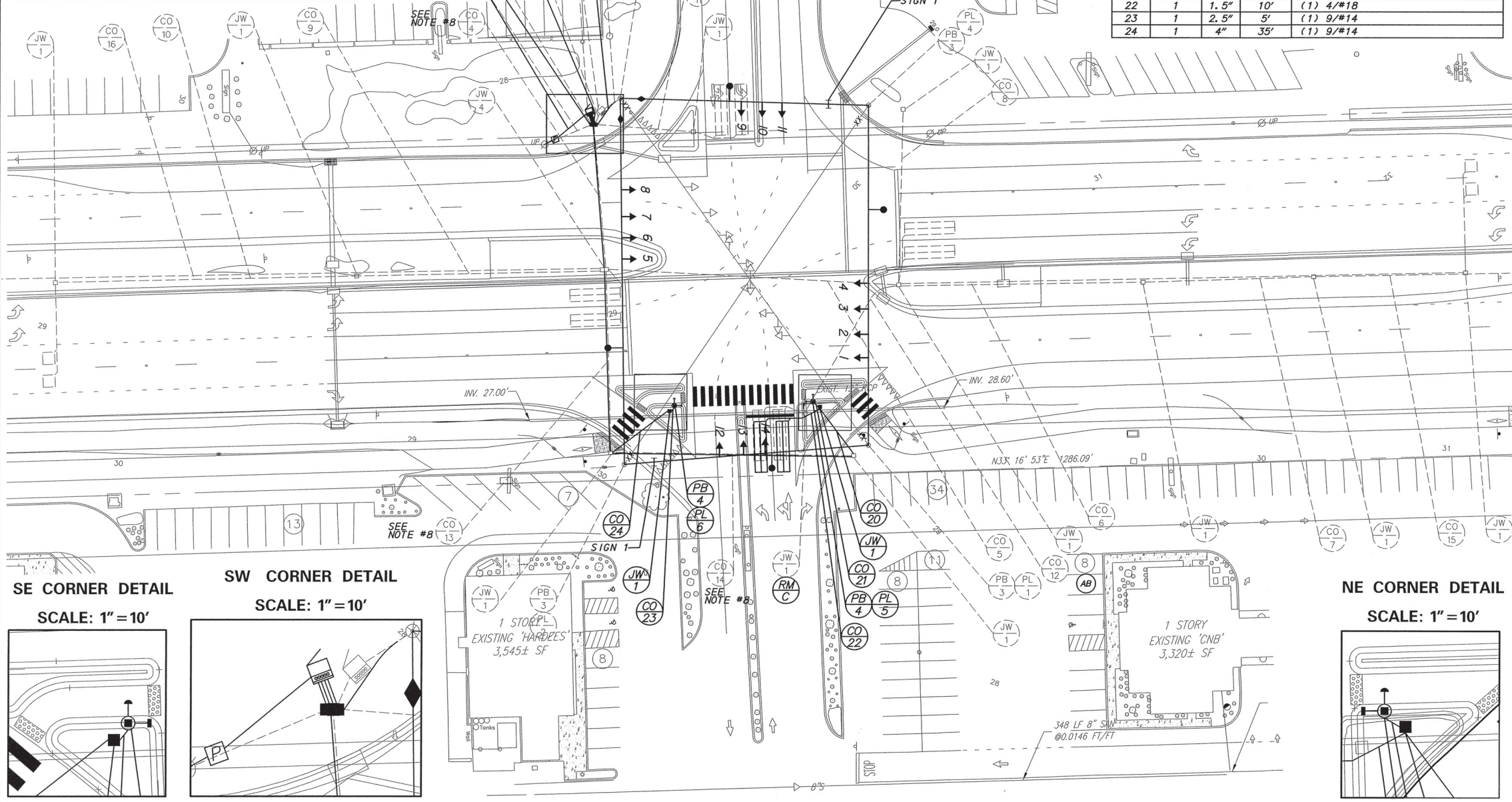
SPAN WIRE SCHEDULE					
SPAN	LENGTH	SPAN MOUNT HEIGHT	4% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NORTH	168 FT	27 FT	6.72 FT	20.28 FT	16.28 FT
SOUTH	181 FT	27 FT	7.24 FT	19.76 FT	15.76 FT
EAST	122 FT	27 FT	4.88 FT	22.12 FT	18.12 FT
WEST	123 FT	27 FT	4.92 FT	22.08 FT	18.08 FT

\* FIELD ADJUSTMENTS AS REQUIRED  
\*\* ALL EXISTING SIGNAL POLES ARE 28 FEET

CONDUIT RUN SCHEDULE				
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
20	1	4"	30'	(1) 9/#14 (1) 4/#18
21	1	2.5"	5'	(1) 9/#14
22	1	1.5"	10'	(1) 4/#18
23	1	2.5"	5'	(1) 9/#14
24	1	4"	35'	(1) 9/#14



LEGEND			
	ABANDON		EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)		PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)		EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)		PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)		EXISTING POLE IDENTIFIER (* OF POLE)
	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)		PROPOSED POLE IDENTIFIER (* OF POLE)
	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)		REMOVE BY CONTRACTOR
	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)		REMOVE BY OTHERS
	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)		REMOVE BY TRAFFIC CONTRACTOR



SE CORNER DETAIL  
SCALE: 1" = 10'

SW CORNER DETAIL  
SCALE: 1" = 10'

NE CORNER DETAIL  
SCALE: 1" = 10'

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1	□	□
LOOP DETECTOR, TYPE 2	□	□
LUMINAIRE	◇	◇
MAST ARM	▶	▶
MICROWAVE DETECTION	⬮	⬮
OPTICOM RECEIVER	○	○
OVERHEAD SIGNING	⊖	⊖
PEDESTRIAN POLE/BASE	⊙	⊙
PEDESTRIAN PUSHBUTTON	⬮	⬮
PEDESTRIAN SIGNAL HEAD	⬮	⬮
RIGHT-OF-WAY	---	--- R/W ---
SERVICE PEDESTAL	⬮	⬮
SIGNAL CABINET	⬮	⬮
SIGNAL HEAD	⬮	⬮
SIGNAL POLE/BASE	⊙	⊙
SPAN INSULATOR	◇	◇
SPAN WIRE	XX	XX
UTILITY POLE	⬮	⬮
VIDEO DETECTION	⬮	⬮

- GENERAL SIGNAL NOTES**
- ALL EXISTING SIGNAL POLES ARE 28 FEET, EXCEPT WHERE SHOWN.
  - CO #1 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
  - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
  - POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
  - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
  - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

RECOMMENDED <i>[Signature]</i> DATE: 11/20/12	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 11/28/12	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 11/30/12			
ADDENDUM / REVISIONS			THE PLAZA AT MILFORD EXPANSION AND ADDITION	CONTRACT _____ COUNTY _____ KENT	PERMIT NO. <b>K009</b> DESIGNED BY: MS CHECKED BY: MH / DH	SIGNAL PLAN US 113 & MILFORD PLAZA	SHEET NO. <b>1</b>
							TOTAL SHTS. <b>1</b>

**DELAWARE**  
DEPARTMENT OF TRANSPORTATION



5/29/2012 10:50:02 AM Traffic - Task 1\105022.00 McKennas Church Rd Signal\ag\_N551\_McKennas@Duncan.dgn

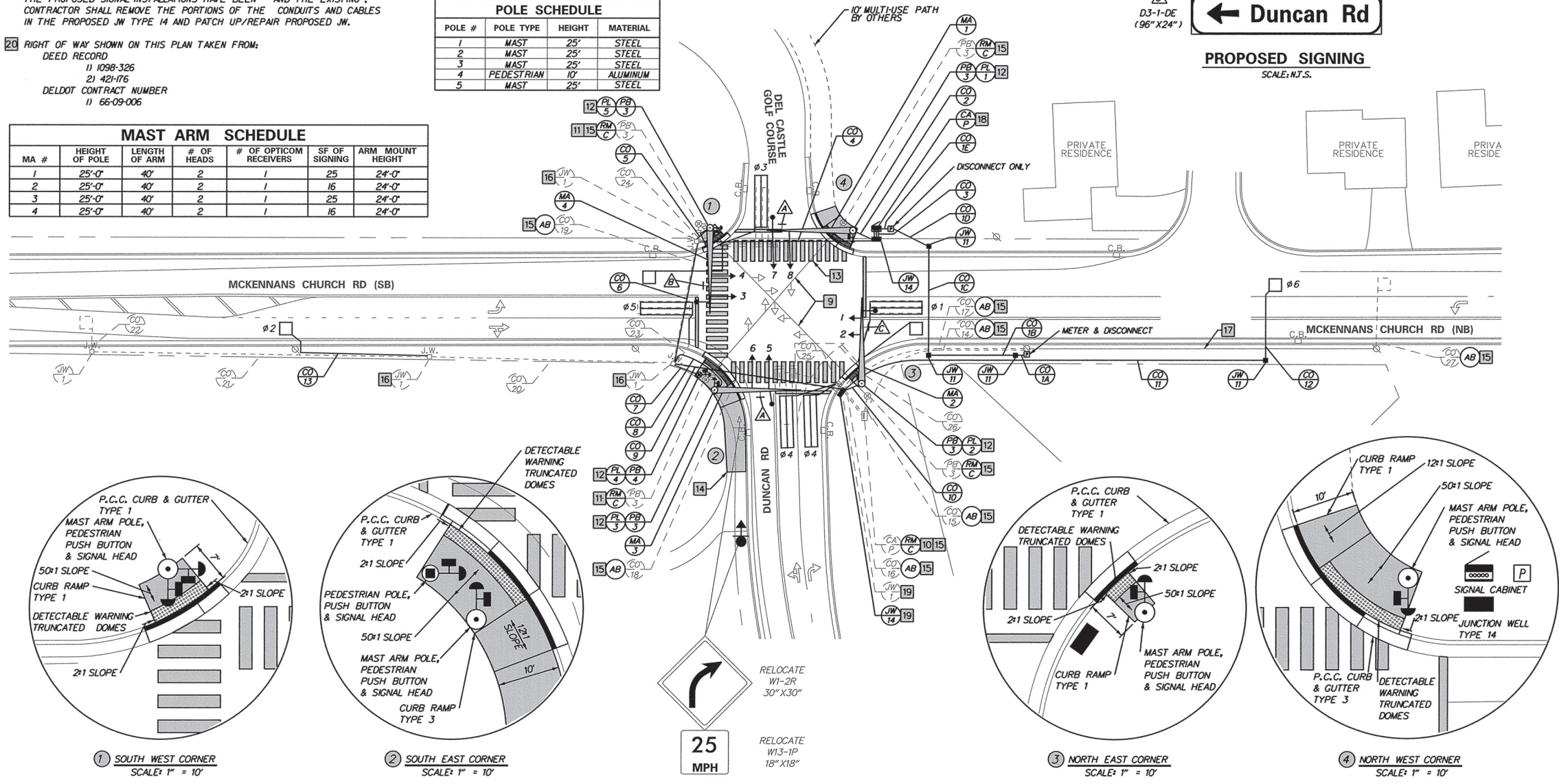
- ADDITIONAL SIGNAL NOTES**
- 9 CONTRACTOR SHALL REMOVE EXISTING SPAN WIRE AND ALL ASSOCIATED HARDWARE & EQUIPMENT.
- 10 CONTRACTOR SHALL REMOVE EXISTING SIGNAL CABINET AND BASE.
- 11 CONTRACTOR TO REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS AND ASSOCIATED WIRING.
- 12 CONTRACTOR SHALL INSTALL COUNT-DOWN PEDESTRIAN SIGN (R10-36), WITH PROPER PEDESTRIAN MOVEMENT ARROW FOR RELEVANT CROSSWALK DIRECTION ABOVE EACH PEDESTRIAN PUSH BUTTON.
- 13 ALL CROSSWALKS SHALL BE 10-FOOT IN WIDTH.
- 14 CONTRACTOR SHALL INSTALL 10 FOOT CONCRETE SIDEWALK TO INTERSECTION, (TIE INTO EXISTING BLACKTOP SIDEWALK (AT EXISTING WIDTH) & EXISTING CONCRETE CURB) (APPROX. 65 LF) CONTRACTOR TO RELOCATE SIGN IMPACTED BY SIDEWALK INSTALLATION.
- 15 ALL EXISTING SIGNAL INSTALLATIONS SHALL REMAIN IN PLACE UNTIL PROPOSED SIGNAL INSTALLATION ARE COMPLETE AND IN OPERATION.
- 16 CONTRACTOR SHALL RESET, ADJUST, OR REPAIR EXISTING TYPE-I JUNCTION WELL AS NECESSARY FOR INTEGRATION OF PROPOSED CONDUIT. THE EXISTING METAL LID SHALL BE REMOVED AND REPLACED WITH A COMPOSITE LID.
- 17 REMOVAL OF EXISTING 1/2" AERIAL CABLE FROM OVERHEAD LINES AND ASSOCIATED CONDUIT FOR EXISTING LOOP DETECTION OF PHASE 6.
- 18 TRAFFIC SIGNAL WILL HAVE CDMA INSTALLED FOR COMMUNICATION WITH TMC.
- 19 CONTRACTOR SHALL REMOVE EXISTING JN TYPE 1 AND REPLACE WITH PROPOSED JN TYPE 14. CARE SHALL BE TAKEN NOT TO DAMAGE ANY CONDUITS AND/OR CABLES IN THE REMOVAL AND INSTALLATION PROCESS. AFTER THE PROPOSED SIGNAL INSTALLATIONS HAVE BEEN MADE, THE EXISTING CONTRACTOR SHALL REMOVE THE PORTIONS OF THE CONDUITS AND CABLES IN THE PROPOSED JN TYPE 14 AND PATCH UP/REPAIR PROPOSED JN.
- 20 RIGHT OF WAY SHOWN ON THIS PLAN TAKEN FROM:  
DEED RECORD  
1) 1098-326  
2) 421-76  
DELOT CONTRACT NUMBER  
1) 66-09-006

MAST ARM SCHEDULE						
MA #	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OF OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	25'-0"	40'	2	1	25	24'-0"
2	25'-0"	40'	2	1	16	24'-0"
3	25'-0"	40'	2	1	25	24'-0"
4	25'-0"	40'	2	1	16	24'-0"

CONDUIT RUN SCHEDULE									
CO#	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/WIRE			
1A	1	2"	PVC	6'	T	NEW (11/8/2 U.F.W./GROUND			
1B	1	2"	PVC	40'	T	NEW (11/8/2 U.F.W./GROUND			
1C	1	4"	HDPE	50'	B	NEW (11/8/2 U.F.W./GROUND			
1D	1	2"	PVC	20'	T	NEW (11/8/2 U.F.W./GROUND			
1E	1	2"	PVC	5'	T	NEW (11/8/2 U.F.W./GROUND			
2	1	3"	PVC	10'	T	NEW (11/4/16 (11/4/9 (11/8/4 (11/6 BARE COPPER)			
3	3	4"	PVC	5'	T	NEW (11/4/16 (11/4/9 (11/8/4 (11/6 BARE COPPER)			
4	1	4"	HDPE	83'	B	NEW (11/4/16 (11/4/9 (11/8/4 (11/6 BARE COPPER)			
5	1	3"	PVC	5'	T	NEW (11/4/16 (11/4/9 (11/8/4 (11/6 BARE COPPER)			
6	1	4"	HDPE	60'	B	NEW (11/4/16 (11/4/9 (11/8/4 (11/6 BARE COPPER)			
7	1	2.5"	PVC	15'	T	NEW (11/4/16 (11/4/9 (11/8/4 (11/6 BARE COPPER)			
8	1	3"	PVC	35'	T	NEW (11/4/16 (11/4/9 (11/8/4 (11/6 BARE COPPER)			
9	1	4"	HDPE	82'	B	NEW (11/4/16 (11/4/9 (11/8/4 (11/6 BARE COPPER)			
10	1	3"	PVC	5'	T	NEW (11/4/16 (11/4/9 (11/8/4 (11/6 BARE COPPER)			
11	1	4"	PVC	205'	T	NEW (11/4/16 (11/4/9 (11/8/4 (11/6 BARE COPPER)			
12	1	1"	PVC	10'	T	NEW (21/8/4			
13	1	1"	PVC	60'	T	NEW (21/8/4			
14	1	2"	-	92'	-	EXISTING (11/8/2 U.F.W./GROUND REMOVE (11/8/2 U.F.W./GROUND			
15	1	2.5"	-	6'	-	EXISTING (11/4/16 (21/8/4) REMOVE (11/4/16 (21/8/4)			
16	2	2.5"	-	15'	-	EXISTING (11/4/16 (21/8/4) REMOVE (11/4/16 (21/8/4)			
17	1	1.5"	-	92'	-	EXISTING (11/8/4 REMOVE (11/8/4			
18	1	2.5"	-	8'	-	EXISTING (11/8/4 REMOVE (11/8/4			
19	1	2.5"	-	60'	-	EXISTING (11/8/4 REMOVE (11/8/4			
20	1	1.5"	-	115'	-	EXISTING (11/8/4 REMOVE (11/8/4 NEW (11/8/4 (11/6 BARE COPPER)			
21	1	1.5"	-	160'	-	EXISTING (11/8/4 REMOVE (11/8/4 NEW (11/8/4 (11/6 BARE COPPER)			
22	1	1.5"	-	5'	-	EXISTING (21/8/4 REMOVE (21/8/4			
23	1	1.5"	-	22'	-	EXISTING (21/8/4 REMOVE (21/8/4 NEW (21/8/4			
24	1	1.5"	-	22'	-	EXISTING (21/8/4 REMOVE (21/8/4 NEW (41/8/4			
25	1	1.5"	-	5'	-	EXISTING (21/8/4 REMOVE (21/8/4 NEW (41/8/4			
26	1	1.5"	-	16'	-	EXISTING (21/8/4 REMOVE (21/8/4 NEW (41/8/4			
27	1	1.5"	-	5'	-	EXISTING (21/8/4 REMOVE (21/8/4			

**LEGEND**  
X- DENOTES EXISTING  
SM- SINGLE MODE FIBER OPTICS  
MM- MULTI MODE FIBER OPTICS  
B- BORE  
T- TRENCH  
O- OPEN CUT  
GALV - GALVANIZED  
HDPE - HIGH DENSITY POLYETHYLENE

POLE SCHEDULE				
POLE #	POLE TYPE	HEIGHT	MATERIAL	
1	MAST	25'	STEEL	
2	MAST	25'	STEEL	
3	MAST	25'	STEEL	
4	PEDESTRIAN	10'	ALUMINUM	
5	MAST	25'	STEEL	



### SIGNAL PHASING

**NEMA PHASING**

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.  
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

### SIGNAL HEAD DIAGRAM

2, 4, 6, 8      1, 3      5, 7

### LEGEND

PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	ABANDON
EXISTING SIGNAL POLE BASE	ABANDON
PROPOSED PEDESTRIAN POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED WOOD POLE	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING UTILITY POLE	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED JUNCTION WELL	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
EXISTING JUNCTION WELL	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
PROPOSED SIGNAL HEAD	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
EXISTING SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
PROPOSED PEDESTRIAN SIGNAL HEAD	PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
EXISTING PEDESTRIAN SIGNAL HEAD	EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
PROPOSED PEDESTRIAN PUSHBUTTON	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING PEDESTRIAN PUSHBUTTON	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED VIDEO DETECTION	PROPOSED SPAN WIRE
EXISTING VIDEO DETECTION	EXISTING SPAN WIRE
PROPOSED MICROWAVE DETECTION	RIGHT-OF-WAY OR PROPERTY LINE
EXISTING MICROWAVE DETECTION	PROPOSED SPAN INSULATOR
OVERHEAD SIGNING	EXISTING SPAN INSULATOR
PROPOSED OPTICOM RECEIVER	SERVICE PEDESTAL
EXISTING OPTICOM RECEIVER	PROPOSED CCTV
PROPOSED MAST ARM	EXISTING CCTV
EXISTING MAST ARM	
PROPOSED LUMINAIRE	
EXISTING LUMINAIRE	
PROPOSED LOOP DETECTOR (TYPE 1 OR 2)	
EXISTING LOOP DETECTOR (TYPE 1 OR 2)	

### GENERAL SIGNAL NOTES

- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELOT TRAFFIC-DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK, AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
- ALL PEDESTRIAN SIGNAL HEADS SHALL BE COUNTDOWN TYPE.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY ENTITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELOT IMMEDIATELY BEFORE CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
- CONTRACTOR SHALL STABILIZE ALL DISTURBED SOIL IN ACCORDANCE WITH DNREC SEDIMENT & EROSION HANDBOOK, (CURRENT EDITION).

RECOMMENDED <i>[Signature]</i> DATE: 05/18/12	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>[Signature]</i> DATE: 5/29/12	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 5/29/12	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 5/28/12
ADDENDUM / REVISIONS				

DELAWARE  
DEPARTMENT OF TRANSPORTATION

SCALE  
0 30 60 90  
FEET

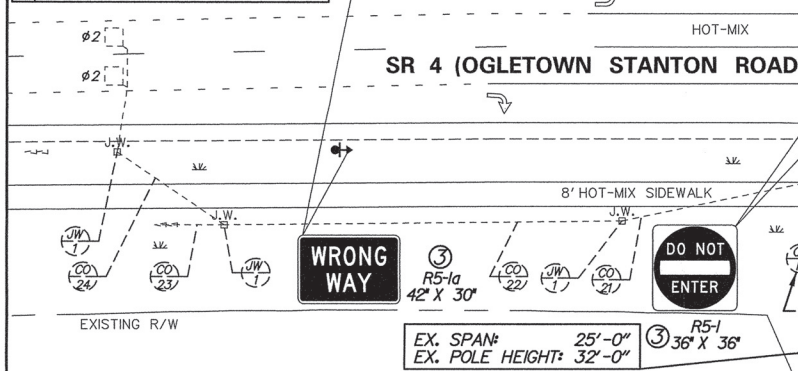
SIGNAL RE-BUILD PROGRAM

CONTRACT T201204116	PERMIT NO. N551	SIGNAL PLAN	SHEET NO. 1
COUNTY NEW CASTLE	DESIGNED BY: MJP	MCKENNANS CHURCH RD @ DUNCAN RD	TOTAL SHTS. 1
	CHECKED BY: BAM		

CONDUIT RUN SCHEDULE									
CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE				
1*	1	2.0 IN	10 FT	-	TO REMAIN - EX. (1) 2/*8 U.F. W/GROUND - LINE SIDE				
2*	1	2.0 IN	76 FT	-	TO REMAIN - EX. (1) 2/*8 U.F. W/GROUND - LOAD SIDE				
3*	1	2.5 IN	13 FT	-	<REMOVE EX. (4) 4/*18>, <REMOVE EX. (2) 16/*14>				
4*	2	2.5 IN	21 FT	-	<REMOVE EX. (3) 9/*14>, <REMOVE EX. (2) 16/*14>				
5*	1	2.5 IN	70 FT	-	TO REMAIN - EX. (2) 4/*18				
6*	1	2.5 IN	57 FT	-	<REMOVE EX. (3) 9/*14>, <REMOVE EX. (2) 16/*14>				
7*	1	2.5 IN	3 FT	-	<REMOVE EX. (1) 9/*14>				
8	1	2.5 IN	8 FT	T	<REMOVE EX. (1) 9/*14>				
9*	1	2.5 IN	62 FT	-	<REMOVE EX. (2) 9/*14>, <REMOVE EX. (3) 5/*14>, <REMOVE EX. (1) 6 GRD>				
10*	1	2.5 IN	6 FT	-	<REMOVE EX. (1) 9/*14>				
11	1	2.5 IN	13 FT	T	<REMOVE EX. (1) 9/*14>, <REMOVE EX. (1) 5/*14>, <REMOVE EX. (1) 6 GRD>				
12*	1	2.5 IN	45 FT	-	TO REMAIN - EX. (4) 4/*18, EX. (1) FIBER OPTIC, MULTI-MODE, 12 CT.				
13*	1	2.5 IN	-	-	EX. (1) FIBER OPTIC, MULTI-MODE, 12 CT.				
14*	1	2.5 IN	89 FT	-	<REMOVE EX. (1) 9/*14>, <REMOVE EX. (1) 5/*14>, <REMOVE EX. (1) 6 GRD>				
15*	1	2.5 IN	263 FT	-	TO REMAIN - EX. (1) 4/*18				
16*	1	2.5 IN	82 FT	-	<REMOVE EX. (1) 9/*14>, <REMOVE EX. (1) 5/*14>, <REMOVE EX. (1) 6 GRD>				
17*	1	2.5 IN	75 FT	-	TO REMAIN - EX. (1) 4/*18				
18*	1	2.5 IN	54 FT	-	<REMOVE EX. (1) 9/*14>, <REMOVE EX. (1) 5/*14>, <REMOVE EX. (1) 6 GRD>				
19*	1	2.5 IN	12 FT	-	<REMOVE EX. (1) 9/*14>				
20	1	2.5 IN	15 FT	T	<REMOVE EX. (1) 9/*14>				
21*	1	2.5 IN	98 FT	-	TO REMAIN - EX. (1) 4/*18, EX. (1) FIBER OPTIC, MULTI-MODE, 12 CT.				
22*	1	2.5 IN	122 FT	-	TO REMAIN - EX. (1) 4/*18, EX. (1) FIBER OPTIC, MULTI-MODE, 12 CT.				
23*	1	2.5 IN	-	-	EX. (1) FIBER OPTIC, MULTI-MODE, 12 CT.				
24*	1	2.5 IN	43 FT	-	TO REMAIN - EX. (1) 4/*18				

\* DENOTES EXISTING CONDUIT

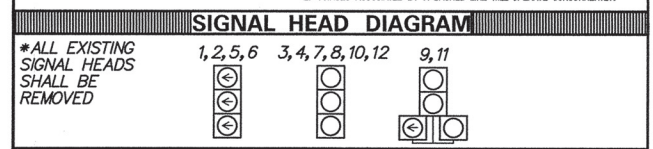
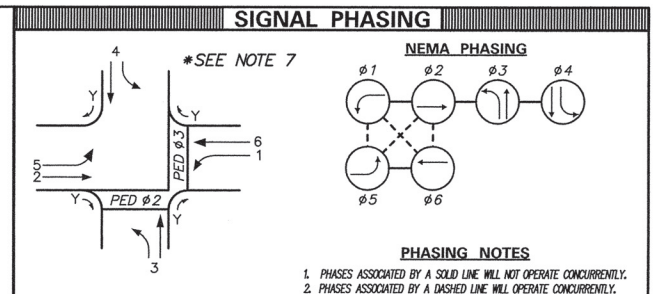
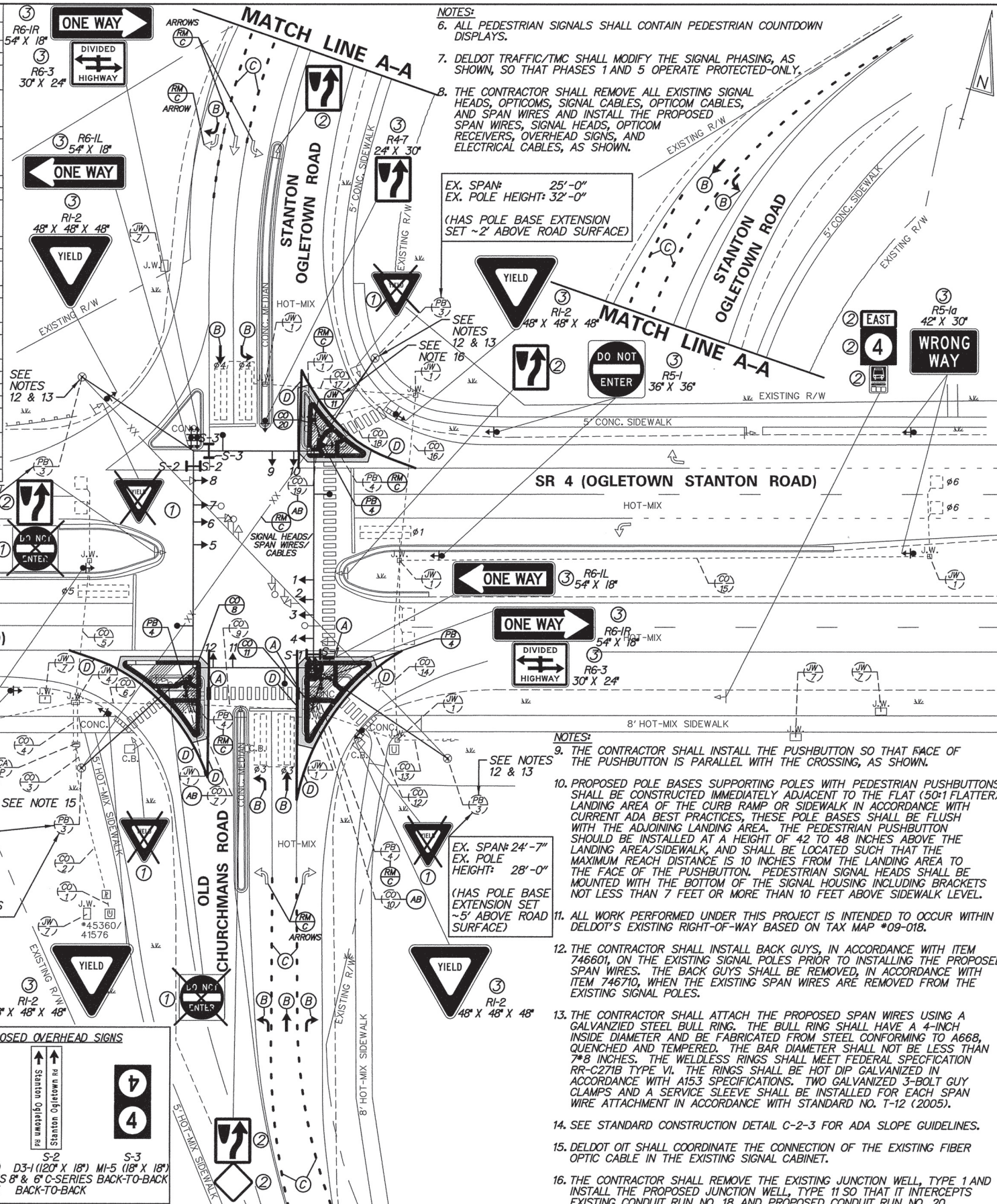
SIGNING LEGEND	
①	REMOVE EXISTING SIGN
②	EXISTING SIGN TO REMAIN
③	PLACE NEW SIGN
④	RENEW EXISTING SIGN
⑤	REPOSITION EXISTING SIGN



SPAN WIRE SCHEDULE									
SPAN	LENGTH	SPAN MOUNT HEIGHT	5% DROP	BULL RING HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD		
NORTH	60 FT			26.35 FT @ 5.0%	23.35 FT	19.35 FT			
SOUTH	60 FT			26.35 FT @ 5.0%	23.35 FT	19.35 FT			
EAST	107 FT			26.35 FT @ 5.0%	21.0 FT	17.0 FT			
WEST	107 FT			26.35 FT @ 5.0%	21.0 FT	17.0 FT			
NORTHEAST	55 FT	29.10 FT	2.75 FT @ 5.0%	26.35 FT					
SOUTHEAST	80 FT	30.35 FT	4.0 FT @ 5.0%	26.35 FT					
NORTHWEST	66 FT	29.65 FT	3.3 FT @ 5.0%	26.35 FT					
SOUTHWEST	74 FT	30.05 FT	3.7 FT @ 5.0%	26.35 FT					

\* FIELD ADJUSTMENTS AS REQUIRED  
\*\* ALL MOUNTING HEIGHTS ARE WITH RESPECT TO ROADWAY SURFACE

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	6' x 2' SOLID WHITE ALKYD-THERMOPLASTIC, PERMANENT PAVEMENT STRIPING (ITEM 748015)	36 SF
(B)	PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND, ALKYD-THERMOPLASTIC (ITEM 748015)	143 SF
(C)	5" DOTTED WHITE PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, 2' LINE & 6' GAP (ITEM 748548)	725 LF
(D)	5" SOLID WHITE PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, (ITEM 748548)	441 LF



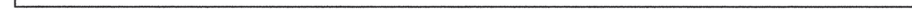
LEGEND		
PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR	
EXISTING SIGNAL CABINET	REMOVE BY OTHERS	
PROPOSED SIGNAL POLE BASE	ABANDON	
EXISTING SIGNAL POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)	
PROPOSED PEDESTRIAN POLE BASE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)	
EXISTING PEDESTRIAN POLE BASE	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	
PROPOSED WOOD POLE	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	
EXISTING UTILITY POLE	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	
PROPOSED JUNCTION WELL	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	
EXISTING JUNCTION WELL	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)	
PROPOSED SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)	
EXISTING SIGNAL HEAD	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	
PROPOSED PEDESTRIAN SIGNAL HEAD	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	
EXISTING PEDESTRIAN SIGNAL HEAD	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	
PROPOSED PEDESTRIAN PUSHBUTTON	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	
EXISTING PEDESTRIAN PUSHBUTTON	PROPOSED SPAN WIRE	
PROPOSED VIDEO DETECTION	EXISTING SPAN WIRE	
EXISTING VIDEO DETECTION	RIGHT-OF-WAY OR PROPERTY LINE	
PROPOSED MICROWAVE DETECTION	PROPOSED SPAN INSULATOR	
EXISTING MICROWAVE DETECTION	EXISTING SPAN INSULATOR	
OVERHEAD SIGNING	SERVICE PEDESTAL	
PROPOSED OPTICOM RECEIVER		
EXISTING OPTICOM RECEIVER		
PROPOSED MAST ARM		
EXISTING MAST ARM		
PROPOSED LUMINAIRE		
EXISTING LUMINAIRE		
PROPOSED LOOP DETECTOR (TYPE 1 OR 2)		
EXISTING LOOP DETECTOR (TYPE 1 OR 2)		

**GENERAL SIGNAL NOTES**

- EXISTING LOOP DETECTORS TO REMAIN:  
TYPE #1 - 6' x 6' - SR 4 THROUGH LANE MOVEMENTS.  
TYPE #2 - 6' x 25' - SR 4 LEFT-TURN MOVEMENTS.  
TYPE #3 - 6' x 25' - NORTHBOUND OLD CHURCHMANS ROAD LEFT-TURN AND THROUGH MOVEMENTS.  
TYPE #4 - 6' x 25' - SOUTHBOUND STANTON OGLETOWN ROAD LEFT-TURN AND THROUGH MOVEMENTS.  
TYPE #5 - 6' x 6' - SR 4 RECEIVING LANES.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: 1/15/14	APPROVED TRAFFIC ENGINEER _____ DATE: 1/15/14	APPROVED FOR INSTALLATION _____ DATE: 1/16/14
ADDENDUM / REVISIONS		FY 2012 HEP ADD-ON LOCATION		
[ ] CONVERTED SR 4 LEFTS TO PROTECTED-ONLY AND RE-BUILT SPAN & PEDS B.S.S. (WR&A) 01-14 (CONTRACT #T201400102)		CONTRACT T201400102		
		COUNTY NEW CASTLE		
		PERMIT NO. N706		
		DESIGNED BY: B.S.S. (WR&A)		
		CHECKED BY: M.J.B. (WR&A)		
		SIGNAL PLAN SR 4 @ OLD CHURCHMANS ROAD		
		SHEET NO. 1		
		TOTAL SHTS. 2		

\* DENOTES EXISTING CONDUIT                      B = BORE, T = TRENCH, O = OPEN CUT



### GENERAL SIGNAL NOTES

\_\_\_\_\_



CONDUIT RUN SCHEDULE					
CR#	#OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	2	2.5"	-	-	EX. (1) 2/*8 U.F. W/GROUND,EX. (4) 4/*18, EX (2) 14/*14
		2.5"	-	-	EX. COMM. CABLE, EX (4) 4/*16, [NEW (6) *14/2]
*2	1	2.5"	-	-	EX. (4) 4/*16, EX. COMM. CABLE, [NEW (3) *14/2]
*3	1	2.5"	-	-	EX. (1) 4/*18, [NEW (3) *14/2]
*4	1	2.5"	-	-	EX. (3) 4/*18, [NEW (3) *14/2]

\* DENOTES EXISTING  
B = BORE, T = TRENCH, O = OPEN CUT.



## SIGNAL PHASING

## SIGNAL HEAD DIAGRAM

## LEGEND

	PROPOSED SIGNAL CABINET		REMOVE BY CONTRACTOR
	EXISTING SIGNAL CABINET		REMOVE BY OTHERS
	PROPOSED SIGNAL POLE BASE		ABANDON
	EXISTING SIGNAL POLE BASE		PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	PROPOSED PEDESTRIAN POLE BASE		EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	EXISTING PEDESTRIAN POLE BASE		PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	PROPOSED WOOD POLE		EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	EXISTING UTILITY POLE		PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
	PROPOSED JUNCTION WELL		EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
	EXISTING JUNCTION WELL		PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	PROPOSED SIGNAL HEAD		EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	EXISTING SIGNAL HEAD		PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
	PROPOSED PEDESTRIAN SIGNAL HEAD		EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
	EXISTING PEDESTRIAN SIGNAL HEAD		PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
	PROPOSED PEDESTRIAN PUSHBUTTON		EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
	EXISTING PEDESTRIAN PUSHBUTTON		PROPOSED SPAN WIRE
	PROPOSED VIDEO DETECTION		EXISTING SPAN WIRE
	EXISTING VIDEO DETECTION		RIGHT-OF-WAY OR PROPERTY LINE
	PROPOSED MICROWAVE DETECTION		PROPOSED SPAN INSULATOR
	EXISTING MICROWAVE DETECTION		EXISTING SPAN INSULATOR
	OVERHEAD SIGNING		SERVICE PEDESTAL
	PROPOSED OPTICOM RECEIVER		
	EXISTING OPTICOM RECEIVER		
	PROPOSED MAST ARM		
	EXISTING MAST ARM		
	PROPOSED LUMINAIRE		
	EXISTING LUMINAIRE		
	PROPOSED LOOP DETECTOR (TYPE 1 OR 2)		
	EXISTING LOOP DETECTOR (TYPE 1 OR 2)		

## GENERAL SIGNAL NOTES

1. PROPOSED LOOP DETECTORS: SYSTEM: 6'X6' - TO BE INSTALLED IN SR 141 RECEIVING LANES, AS SHOWN.
2. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREWS, BOLTS, AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
3. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC SIGNAL IMMEDIATELY BEFORE CONSTRUCTION.
4. REMOVE EXISTING TYPE 1 JUNCTION WELL, AND INSTALL NEW TYPE 14 JUNCTION WELL IN SAME LOCATION.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER _____ DATE: _____	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER _____ DATE: _____
ADDENDUMS / REVISIONS		SCALE		CONTRACT
[7] INSTALLED SYSTEM LOOPS SM (RK&K) 09-11 (CONTRACT T201204701)		0 30 60 90 FEET		T201204701
				COUNTY
				NEW CASTLE
				PERMIT NO. N-303
				DESIGNED BY: SM (RK&K)
				CHECKED BY: JCR (RK&K)
DELAWARE DEPARTMENT OF TRANSPORTATION		TRAFFIC SIGNAL PLAN SR 141 (BASIN RD) at COMMONS BLVD		SHEET NO. 13
				TOTAL SHTS. 20